



Tillamook County Health & Human Services
Our Mission ... To Protect and Promote the Health of all People in Tillamook County

Tillamook County

Land of Cheese, Trees and Ocean Breeze

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TTY: Oregon Relay Service

January 21, 2014

Environmental Management Support, Inc.
Attn: Mr. Don West
8601 Georgia Avenue, Suite 500
Silver Spring, MD 20910
Phone 301-589-5318

Dear Mr. West,

Please find enclosed Tillamook County, Oregon's Brownfields Community-Wide Assessment Grant proposal. This proposal supports a \$200,000 grant request for Petroleum Assessments and a \$200,000 grant request for Hazardous Substance Assessments. We are requesting funds to assess and plan cleanup of brownfields associated with the proposed Salmonberry Trail, an 84-mile rail-with-trail and rail-to-trail project along the Port of Tillamook Bay Railway. A portion of the railway was severely flood-damaged in 2007 and will not be repaired due to shifting priorities and prohibitive costs. To help us realize the vision of transforming the railroad into a vibrant recreational corridor, we propose to use grant funds to assess 65 miles of the railroad corridor within Tillamook County as it travels through some of the most picturesque terrain in Oregon.

In addition to assessing the railway, we plan to complete an inventory of brownfields in Tillamook County, prioritizing assessment of adjacent properties and other high-priority brownfield sites throughout the County where we anticipate the Trail will have a significant impact on tourism and recreation-oriented redevelopment. The transformation of the railway and other brownfields will improve community and environmental health, and provide the County with much-needed economic and public health revitalization.

Interest in the Trail project is already running high. A coalition of local, regional, and state agencies, elected officials, and non-profit groups was formed in 2012 to promote the Trail. In 2013, the coalition completed a Feasibility Study of the railway conversion with overwhelming public support, and a Master Plan is now in development. We will build on this support through community outreach and involvement efforts surrounding the proposed brownfield assessment work, as described in this grant proposal.

Tillamook County is excited by the possibilities this brownfield assessment project presents to our community. We hope that you find this proposal compelling and worthy of funding.

The information summarized below fulfills the required transmittal letter content:

- a. Applicant Identification:** Tillamook County, Oregon
201 Laurel Avenue
Tillamook, Oregon 97141-2311
- b. Applicant DUNS number:** 060584554

c. Funding Requested: Assessment
i. Grant: \$400,000
ii. Federal Funds Requested: \$200,000 Hazardous Substance and \$200,000 Petroleum
iii. Contamination: Community-Wide
iv. Type:

d. Location: Tillamook County, Oregon

e. Site-specific address: Not applicable

f. Contacts:

i. Project Director: Marlene Putman, Administrator
Tillamook County Health & Human Services
PO Box 489
Tillamook, Oregon 97141
Phone: (503) 842-3922
Fax: (503) 842-6099
mputman@co.tillamook.or.us

ii. Chief Executive/Highest Ranking Elected Official: Bill Baertlein, Chairperson
Tillamook County Board of County Commissioners
PO Box 489
Tillamook, Oregon 97141
Phone: (503) 842- 3403
Fax: (503) 842-1384
bbaertle@co.tillamook.or.us

f. Date Submitted: January 22, 2014

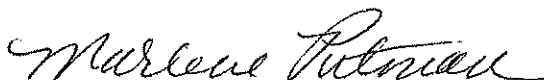
g. Project Period: Three years

h. Population: Tillamook County: 25,314

i. Other Factors Provided in Appendix 3, attached

The narrative grant proposal and required supporting information are attached. Please contact me at (503) 842-3922 with any questions.

Sincerely,



Marlene Putman, Administrator
Tillamook County Health and Human Services

RANKING CRITERIA

1. COMMUNITY NEED

1.a. Targeted Community and Brownfields

1.a.i Targeted Community: Tillamook County occupies 1,125-square-miles of rugged and beautiful northwest Oregon, tucked between the Coast Range mountains and the Pacific Ocean. Our rolling emerald green coastal valleys were recognized by early settlers as ideal conditions for dairy farming, and our forests historically supplied a thriving timber industry. Today, with a cow population that exceeds the number of residents, and anchored by the famous Tillamook Cheese factory, the County is the state's leader in the sale of dairy products. Tillamook County boasts world-class crabbing, and Chinook Salmon fishing, recreation on the 364,000 acre Tillamook State Forest, a maritime museum, and a Pioneer Museum. The Tillamook State Forest occupies about 50% of land in the county. While timber still plays an important role in the community, decreased demand and changing forest policy have resulted in a decline in the industry. Tillamook County is requesting an EPA Community-Wide Assessment Brownfield Grant to support our plan to develop the Salmonberry Trail along the alignment of the former Port of Tillamook Bay (POTB) railroad. The Salmonberry Trail will provide local residents and visitors access to some of Oregon's most outstanding scenic forests, mountains, and rivers, and will tap into a wide network of existing recreation trails and parks, educational opportunities, and heritage sites. Built in 1905, the 84-mile POTB railroad once connected the coast with the Willamette River valley. Along the way, it passed through several Tillamook County cities and towns, past coastal bays, through Coast Range mountains and the Salmonberry River floodplain. The railroad has had a long history of damage and repair. Following catastrophic floods in 2007, the railroad was severed, and will not be rebuilt due to the needs and priorities of a changing economy. The majority of the railroad is now an idle brownfield, with the exception of a stretch used by the Oregon Coast Scenic Railroad for tourist excursions through this beautiful area.

We propose to use grant funds to assess 65 miles of the POTB railroad corridor within Tillamook County, to help us realize a vision to transform the railroad into a vibrant recreational corridor, the Salmonberry Trail. We also propose to inventory, assess, and plan cleanup and redevelopment of brownfields in the communities that lie along the proposed trail, including Tillamook, Bay City, Garibaldi, Rockaway Beach, and Wheeler, in order to support recreation and tourism-based redevelopment. Understanding the environmental condition and risks of these properties, and developing cleanup and redevelopment plans is an important step in the development of the Salmonberry Trail. The trail is an exciting opportunity to boost Tillamook County's sagging economy, address health issues in the County, and improve and protect the environment and our precious natural resources.

1.a.ii Demographic Information: Demographic data for Tillamook County and two cities within the County representative of project area communities are provided below, along with state and national data.

	City of Garibaldi	City of Tillamook	Tillamook County	Oregon	National
Population (2010)¹	736	4,934	25,314	3,831,074	308,747,508
Unemployment¹	15.5%	5.6%	10.8%	10.8%	9.3%
Median Household Income¹	\$38,750	\$31,832	\$42,957	\$50,036	\$53,046
Poverty Rate (all people)¹	20.7%	29.9%	15.7%	16.8%	14.9%
< 18 yrs old & < poverty line¹	45.7%	39.2%	23.6%	20.6%	20.8%
Without Health Insurance¹	16.1%	22.4%	14.8%	16%	14.9%

Source: 12010-2012 American Community Survey 3-Year Estimates (5-year estimates shown when 3-year estimates are not available)

1.a.iii Brownfields: The unused portion of the POTB railroad along the proposed future alignment of the Salmonberry Trail is a textbook brownfield. It is underused, potentially contaminated, unsafe, potentially impacting human health and sensitive ecological areas, and limiting the economic development of the communities that could be revitalized by its redevelopment. Contamination associated with railroad properties like the POTB alignment is well established. Creosote-treated railroad ties, coal ash from exhaust, heavy metals from brake friction, and fuel spills are documented railroad contaminants. Oregon Department of Environmental Quality (DEQ) records show that a POTB railroad derailment in the 1990s released 1,000 gallons of diesel fuel. With over 100 years of operational history, the potential for environmental releases along the railroad is very high. Without assessments of environmental conditions along the railroad to allow us to understand the risks to future trail users, the proposed Salmonberry Trail project cannot move forward.

According to DEQ records, there are over 50 active environmental cleanup sites throughout Tillamook County, and most are concentrated in our small cities and towns. The condensed geographic footprint of our communities means that our homes, schools, parks, and natural resources are never far from the railroad, the proposed Salmonberry Trail route, or a brownfield. A vacant 4-acre brownfield near the City of Garibaldi is an example of how brownfields near the POTB railroad may impact our nearby home values, our natural resources, and our ability to develop the Salmonberry Trail. In the 1980s, petroleum and chlorinated phenol-contaminated soil from a shingle factory was disposed at this property, located within 150 feet of the POTB railroad, a residential neighborhood, the Miami River, and the Pacific Ocean. Recent property listings from homes located across the street from the disposal site show values ranging from 45-85% of the City's 2011 median house value (zillow.com). The nearby Miami River is designated as a state priority for restoration to support migrating fish. DEQ records report that no assessment has been done, leaving unknowns about risks to nearby residents, sensitive natural areas, and future trail users

DEQ records show that petroleum has been detected in soil and groundwater at a former bulk plant in the City of Tillamook. The bulk plant dates back to the 1920s and is located adjacent to the POTB railroad. Petroleum-impacted groundwater has migrated offsite toward a city park and residential neighborhoods, but not the full extent of the plume and the risks to human health and the environment are not yet known. Current real estate records show that three homes within 0.5 miles of the bulk plants are in foreclosure, and many homes are listed at prices well below the City's 2011 median house value (zillow.com).

1.a.iv Cumulative Environmental Issues: Flooding, potentially connected to climate change, is a devastating cumulative environmental issue in Tillamook County, as demonstrated by the 2007 washout of the POTB railroad that left much of the rail line unusable. An EPA-funded study by the Oregon Climate Change Research Institute and the Tillamook Estuaries Partnership reported that data show a trend of increasing temperatures and more frequent extreme precipitation events in the Tillamook Bay Watershed over the last century. Tillamook means "land of many waters," referring to the six rivers that flow down from the Coast Range, creating a massive alluvial floodplain on their way to the Tillamook and Nehalem Bays. Land adjacent to or near rivers, creeks, sloughs, bays and the ocean are most vulnerable to flooding, but flooding can occur in any lowland area in Tillamook County, including those removed from waterways. These floods cause significant property damage and contribute to coastal erosion. Recent decades have seen a number of damaging floods in Tillamook County. From 1996-2013, eight Tillamook County floods were declared Presidential Disasters by FEMA. Tillamook County reported over \$60 million in flood damages from 1996-2000. In response to flooding disasters, the County has developed Floodplain Management Plan, hired a full time emergency Management Director, constructed dikes, tidegates, and other mitigation measures, and secured over \$1.3 million in federal grant monies to elevate more than 60 homes over the past three years.

1.b. Impacts on Targeted Community: Key determinants of community health include adequate income, nutrition, access to healthcare, and recreation opportunities. A summary of telling demographic information about health disparities in Tillamook County is provided below.

Community Health Indicator	Tillamook County	Oregon
Without Health Insurance ¹	17.3%	16%
Infant Mortality (per 1,000 births) ²	6.9	5.45
Child Obesity Rates (8 th + 11 th Graders) ²	17%	10.7%

Sources: ¹ 2010 US Census, www.factfinder2.census.gov; ² 2008-2012 American Community Survey 5-Year Estimates; ² 2013 Community Health Needs Assessment, Tillamook Regional Medical Center

Data show that poverty is creating health disparities in Tillamook County. 39.2% of children in the City of Tillamook, and 23.6% of Tillamook County children live in poverty, much higher rates than statewide (20.6%). Typical of impoverished communities, Tillamook County residents have limited access to healthcare. The County has been designated by the US Department of Health and Human Services as a Medically Underserved Area and a Health Professional Shortage Area, with too few primary care, mental health, and dental providers, high infant mortality, and high poverty rates.

A 2013 Community Health Needs Assessment prepared by Tillamook Regional Medical Center found that 18% of both 8th and 11th graders in Tillamook County are overweight, and nearly 17% are obese. The report identified the need to promote nutrition/physical activity and reduce poverty on behalf of County children among our most urgent priorities. Childhood obesity leads to numerous chronic adult disease including Type II diabetes, cardiovascular disease, cancer, and osteoarthritis. If a child is obese at the age of four, he or she will have a 20% likelihood of being overweight as an adult.

Brownfields like the disused POTB railroad expose children to sources of hazardous substances. Common contaminants along railroad lines include: 1) metals such as arsenic and lead; 2) wood-treating chemicals such as creosote on railroad ties; 3) herbicides; 4) petroleum products; and 5) polychlorinated biphenyls. Children are more susceptible to the harmful health effects that can result from environmental contamination associated with brownfields such as the former POTB railroad, and the infant mortality rate in Tillamook County is higher than rates reported at the state level. Heavy metals such as lead can lead to slowed growth, hearing loss, and learning and behavior problems. Polychlorinated biphenyls, herbicides, and chemicals like benzene found in petroleum are known to cause cancer. One or more of these contaminants have also been found or are suspected at many of the more than 50 Oregon DEQ-listed environmental cleanup sites throughout Tillamook County.

In addition to contaminant-related effects of environmental issues, the devastating floods in Tillamook County have a disproportionate impact on the health and economic wellbeing of vulnerable populations. Flood losses in Tillamook County exceeded \$60 million from 1996-2000, including damages to homes, businesses, and infrastructure. The 2011 Tillamook County Natural Hazards Mitigation Plan notes that sensitive populations including seniors, disabled citizens, women, and children, as well as people living in poverty, may be disproportionately impacted by and typically do not have the financial means to prepare for floods.

1.c. Financial Need

1.c.i Economic Conditions: The present owner of the railroad, the Port of Tillamook Bay, is in debt and has no current operating income to support the environmental assessment. Tillamook County has stepped in to lead the effort of repurposing the railroad as a vibrant, multi-use trail, and is including identification and assessment of brownfields throughout the County in order to identify potential environmental risks and spur economic development related to the future trail growth. However, the County too has experienced fiscal

difficulties. In recent years both the Health and Community Development Departments have experienced significant budget cuts, limiting the funds the County is able to devote to public health priorities, particularly those related to brownfields, and brownfields redevelopment, a task often designated to Community Development Departments.

Economic conditions in Tillamook County clearly show the need for a grant to support the Salmonberry Trail project. Several factors limit our ability to generate revenue in Tillamook County: 1) Oregon is one of a handful of states with no sales tax, limiting tax revenue to property and income taxes; 2) the County has a small population at 22 people/square mile (compared with 40 people/square mile statewide), therefore we have a few taxpayers covering a large geographic area; and, 3) County residents' taxable median household income is 80% of the statewide figure, which translates to limited income tax revenue for the County. With 50% of land in the county covered by state-owned forest, Tillamook County's ability to attract new industry and employment opportunities is limited by the scarcity of industrial/commercial land available for development. Also, Tillamook County's remote location, separated from the populous markets of the Willamette Valley by the Coast Range and Tillamook State Forest, combined with increasing costs of moving freight by road, make our region less competitive for business and industry looking to startup or relocate.

1.c.ii Economic Effects of Brownfields: Brownfields in Tillamook County may be contributing to depressed home values in adjacent neighborhoods. Recent property listings from homes located across the street from a contaminated soil disposal site in the City of Garibaldi range from 45-85% of the City's 2011 median home value (zillow.com). In the City of Tillamook, current real estate records show that three homes within 0.5 miles of two adjacent petroleum bulk plant facilities are in foreclosure, and many nearby homes are listed at prices well below the City's 2011 median home value (zillow.com).

A brownfield study completed by the City of Portland, Oregon in December 2012 indicated 34 jobs and \$44,000 in additional annual tax revenue for every acre of commercial/industrial brownfield redevelopment. This analysis clearly demonstrates the economic effects of brownfields as a lost opportunity cost. The job creation rate from the Portland Study is considered applicable throughout Oregon. The tax revenue rate may vary slightly throughout Oregon based on local property tax rates. Using the same rates calculated for the Portland Study, redeveloping just 1% of the area of the City of Tillamook (approximately 10 acres) for commercial or industrial use would generate 340 jobs and \$440,000 in annual tax revenues. Clearly this would have a substantial positive impact on the economy of the City and the County.

2. PROJECT DESCRIPTION AND FEASIBILITY OF SUCCESS

2.a. Project Description

2.a.i Grant-Funded Project: Tillamook County, along with the Salmonberry Coalition partners, has identified an exciting opportunity to redevelop 84 scenic miles of the former Port of Tillamook Bay railroad as the recreational Salmonberry Trail. We are requesting an EPA Community-Wide Assessment Brownfield Grant to identify, inventory, assess, and plan cleanup and redevelopment of the 65 miles of the former POTB railroad right-of-way that lie within Tillamook County, and brownfields in the communities along the former railroad corridor that is the proposed future path of the Salmonberry Trail, including the cities of Tillamook, Bay City, Garibaldi, Rockaway Beach, and Wheeler. The Salmonberry Trail will connect pedestrians and cyclists on the Oregon coast with a rich network of existing recreation trails and parks, educational opportunities and heritage sites, and promises to be one of the most spectacular recreational trails in the country. The trail will also create much-needed economic opportunities for Tillamook County, helping to revitalize communities along the proposed trail route and catalyzing the County's recreation and tourism economy.

Support and planning for the Salmonberry Trail is integrated into several regional land use plans and

initiatives including: 1) 2013 Salmonberry Trail Feasibility Study; 2) the Salmonberry Trail Master Plan (currently in development); 3) the City of Rockaway Beach Downtown Transportation Plan; 4) the City of Tillamook Parks Master Plan; and, 5) Metro (Portland area regional government) Blue Ribbon Committee for Trails - Pathway to the Pacific. The Salmonberry Coalition, which includes Tillamook County and over 300 individuals from local, county, regional, and state agencies, elected officials and non-profit groups, has planned several Salmonberry Trail catalyst projects. The City of Garibaldi has secured an Oregon Department of Transportation ConnectOregon Grant to complete a section of the Salmonberry Corridor from Garibaldi to Barview. The City of Rockaway Beach has applied for a US Department of Transportation Tiger Grant to construct a 1-mile portion of the trail along its coastline.

With EPA brownfield funding, the County will conduct public outreach, assessment, and remediation planning. We will hold up to four public meetings to announce and celebrate award of the grant, and to engage the community in identification and prioritization of brownfields for assessment, assessment plans, and redevelopment planning. We will meet with individual property owners, as needed, to explain the benefits of participation in the grant funded assessment and redevelopment planning efforts. Public outreach will also include identifying and engaging underserved communities to ensure that vulnerable populations have an opportunity to participate in project decision-making. To support this effort, the County will work with the Oregon Health Department and CARE, Inc., a United Way Member Agency, to implement the ATSDR Brownfield and Land Reuse Action Model, engaging the community through public-health focused meetings as described in detail in Section 3.a.

We will hire an environmental consultant to develop a geographic-information-systems based inventory of brownfields sites in Tillamook County, and we will develop a ranking system to prioritize brownfields for further assessment. We will complete a Phase I Environmental Site Assessment (ESA) of the former POTB railroad right-of-way, and of up to 25 brownfield properties in communities along the proposed Salmonberry Trail route. We propose completing up to 5 Phase II ESAs at brownfields adjacent to the POTB railroad and 1 additional Phase II ESA at a site selected based on Phase I ESA results and/or the potential for successful redevelopment. We will conduct cleanup and redevelopment planning at up to two brownfield sites where a Phase II ESA was conducted.

2.a.ii Project Management Approach: The Tillamook County Project Manager, Marlene Putman, will be responsible for day-to-day coordination of the project. Upon receiving notice of the grant award from EPA, the County will work with the EPA Project Manager to develop a Cooperative Agreement Work Plan to be completed within 3 months of award. The County will procure an environmental contractor within 4 months of completing the Cooperative Agreement Work Plan. The environmental contractor will be procured in accordance with County policies and 40CFR Part31. Only contractors with a proven track record of completing EPA grant-funded projects on time and on budget will be considered. Ms. Putman will work closely with the contractor and project stakeholders to assure the successful and timely completion of the project. The Port of Tillamook Bay owns the railroad right-of-way, and has agreed to grant the County access for assessment work. The County and our subcontractor will reach out to private brownfield property owners to explain project benefits and address access concerns.

2.a.iii Prioritizing and Selecting Sites & Obtaining Access: We have identified the Salmonberry Trail railroad right-of-way as a high priority area, and we will complete a Phase I ESA of the corridor to identify brownfields for assessment. In particular, we will prioritize catalyst projects identified by the Salmonberry Coalition. We also propose to create an inventory of brownfield properties in the areas of Tillamook County that align with the proposed Salmonberry Trail route, and to prioritize the list based on proximity to the trail.

We will identify brownfield properties using methods including: 1) reviewing the DEQ's databases of hazardous substance and petroleum releases, historical maps, and photographs; 2) engaging residents,

leaders, stakeholders to gain access to local insight and knowledge of brownfields; and 3) conducting visual surveys of properties along the Salmonberry Trail and within greater Tillamook County. In addition to prioritizing sites based on proximity to the Salmonberry Trail and catalyst projects, we will use a Triple Bottom Line approach to prioritizing sites by identifying 1) Environmental (e.g., known/suspected releases), 2) Economic (e.g., employment opportunities) and 3) Equity (e.g., underrepresented populations) criteria, and assigning a point value to each. This will allow us to calculate the rank of each site inventoried.

The railroad right-of-way is owned by the Port of Tillamook Bay. The County and the Port have had an excellent working relationship for over 50 years, demonstrated in recent years by their partnership in the Salmonberry Coalition, and the Port will provide access to the railroad for assessments. We plan to gain access to other brownfield sites by working with our team of regulatory, public outreach, and economic development experts to reach out to property owners, explaining that participation in the project is the first step to accessing funds that could increase the revenue potential of their property. We will enlist the participation of DEQ and the Regional Solutions Team to explain how the DEQ's Voluntary Cleanup Program can help a property owner meet requirements while increasing a property's value. We will develop an access agreement letter outlining the purposes of proposed assessments, and establishing guidelines including notification periods, minimizing interference with operations, reinstating property impacted by the assessment, and other relevant information. We will work with our consultant and staff at the Oregon Department of Parks and Recreation who are intimately familiar with the trails and access roads surrounding remote and storm-damaged sections of the right-of-way to gain access to these areas.

2.b. Task Description and Budget Table

2.b.i Task and Budget Descriptions

Task 1 – Programmatic Activities: This task involves: 1) procuring environmental contractor; 2) EPA reporting; 3) attending one regional and one national brownfields conference (2 staff members); and 4) working with the contractor to implement the grant. Task outputs are a Cooperative Agreement Work Plan, contract with an environmental consultant, and EPA reports. A total of \$19,600 is budgeted for programmatic activities for the petroleum and haz sub grants based on: Personnel: 150 hrs at \$40/hr + 30% fringe; Travel: airfare of \$500/person per conference (\$2,000); hotel and meal costs of \$150/person per day per conference (\$1,800); Contractual: 80 hours at average billing rate of \$100/hr.

Task 2 – Brownfields Inventory/Prioritization, Phase I ESAs: We will develop an inventory of brownfields sites in Tillamook County, and a ranking system to prioritize brownfields for assessment. A total of \$8,000 for both the petroleum and hazardous substance grants is budgeted for creating/prioritizing the inventory (80 hrs at average billing rate of \$100/hr).

We will complete Phase I ESAs on two categories of properties at two estimated cost levels of \$2,500 or \$5,000, depending on site size and complexity. The first category is the railroad right-of-way along the Salmonberry Trail route. We will complete up to 20 Phase I ESAs (\$2,500/each) along the section of the trail corridor in developed areas along the coast. We will complete up to 5 Phase I ESAs (\$5,000/each) along the inland section of the trail that travels eastward from the coast.

The second category is brownfields in communities located along the proposed path of the Salmonberry Trail. We anticipate performing up to 20 lower (\$2,500/each) and up to 5 higher (\$5,000/each) cost Phase I ESAs on these properties.

Task outputs are the ranked brownfields inventory and the Phase I ESA reports.

Task 3 - Phase II ESAs: We anticipate performing up to 5 Phase II ESAs at properties near or adjacent to the railroad right-of-way at an average cost of \$27,693. \$27,693 is budgeted for 1 additional Phase II ESA on a site that received a Phase I ESA. Task outputs include a Quality Assurance Project Plan that can be used at multiple sites, Sampling and Analysis Plans, health and safety plans, and Phase II ESA reports.

Task 4 – Cleanup and Redevelopment Planning: Cleanup and redevelopment plans (estimated \$20,000/plan based on 200 hrs at average billing rate of \$100/hr) will be developed for two of the sites that are assessed in Tasks 2 and 3. The plans will be prepared by a team of qualified professionals that includes environmental, economic feasibility, and development planning experts. Working with the project's Brownfield Advisory Committee, the County Economic Development Council, the Columbia Pacific Economic Development District, and the Governor's Regional Solutions Team, priority will be given to sites most compatible with project goals. Based on other rails-to-trails projects like the Katy Trail in Missouri, potential redevelopment scenarios include bed-and-breakfasts, restaurants, and wineries in addition to recreational gear and equipment outfitters and tour services. Sites selected will also be vetted through an effective public process that engages the community. Task outputs for each site include Analysis of Brownfield Cleanup Alternatives reports, a highest and best use determination, and site-specific economic feasibility analysis.

Task 5 – Community Outreach: The scope includes: 1) establish and facilitate a project Advisory Committee; 2) prepare fact sheets, webpage, and presentation materials; 3) communicate project benefits to the public and potential purchasers/developers; and 4) facilitate public meetings to report on progress of grant funded work; 4) work with the Oregon Health Authority and community partners like CARE to implement the Agency for Toxic Substances Disease Registry Brownfield and Land Reuse Action Model at up to four public health-focused outreach meetings. Task outputs include: 1) completed Community Outreach and Education Plan; 2) established Advisory Committee; 3) at least two public outreach meetings held to report on progress of grant tasks; 4) up to four public health-focused outreach meetings using the ATSDR Model; 5) ATSDR Model report with a plan for monitoring health benefits over time; 6) environmental site assessment project webpage; and 7) development and distribution of at least 2 newsletters/fact sheets. We have budgeted a total of \$6,240 for County personnel for public outreach and planning and facilitation of the ATSDR Model (120 hrs at \$40/hr + 30% fringe); and \$10,000 for environmental contractor outreach (100 hours at average billing rate of \$100/hr) for both grants.

2.b.ii Budget Table: The table below shows the budget per category for each project task. The budgets shown for personnel, fringe, travel, and contractual costs are the combined totals for the petroleum and hazardous substance assessment grants, and assumes costs will be divided evenly between the two grants.

Budget Category	Task 1	Task 2	Task 3	Task 4	Task 5	Totals
	Programmatic Activities	Inventory & Phase I ESAs	Phase II ESAs	Cleanup Planning	Community Outreach	
County Personnel: Petrol + Haz Sub	\$6,000				\$4,800	\$10,800
County Fringe: Petrol + Haz Sub	\$1,800				\$1,440	\$3,240
County Travel: Petrol + Haz Sub	\$3,800					\$3,800
Contractual: Petrol + Haz Sub	\$8,000	\$158,000	\$166,158	\$40,000	\$10,000	\$382,158
Petroleum Totals	\$9,800	\$79,000	\$83,079	\$20,000	\$8,120	\$200,000
Haz Sub Totals	\$9,800	\$79,000	\$83,079	\$20,000	\$8,120	\$200,000
Project Totals	\$19,600	\$158,000	\$166,158	\$40,000	\$16,240	\$400,000

2.c Ability to Leverage: Tillamook County and the communities within the County have a proven record of successful partnerships and leveraging funds for planning and community outreach for the Salmonberry Trail project, as outlined below. Letters of support from each leveraging partner are attached.

Oregon Dept of Transportation Enhancement Grant: The City of Tillamook has received a \$170,000 Oregon Department of Transportation Enhancement Grant to build a trail along a portion of the proposed Salmonberry Trail that connects the Hoquarten Slough to Goodspeed Park in downtown Tillamook.

Oregon Health Authority Brownfield Initiative: The Oregon Health Authority has pledged in-kind services to support weaving community health into the public involvement component of the EPA grant-funded assessment project.

Regional Solutions Team: Oregon's Regional Solutions Teams are composed of representatives of 5 state agencies: DEQ, Land Conservation and Development, Transportation, Housing and Community Services, and Business Oregon, focused on completing priority projects to bring new jobs or retain existing ones. The North Coast Regional Solutions Team has identified the Salmonberry Trail as a priority project, and will provide in-kind planning, coordination, and implementation services, specializing in developing solutions to sometimes conflicting stakeholder missions.

Salmonberry Trail Preliminary Feasibility Study and Master Plan: The Oregon Parks and Recreation Department and Department of Forestry have spent over \$130,000 in funding plus an additional \$150,000 in in-kind labor contributions to develop the Salmonberry Trail Feasibility Study and Master Plan.

Cycle Oregon: Cycle Oregon contributed \$100,000 to development of the Salmonberry Trail Preliminary Feasibility Study. Cycle Oregon is a non-profit organization dedicated to transforming individuals and communities through bicycling. Cycle Oregon's proceeds preserve Oregon's special places and support essential community development projects.

Business Oregon Brownfields Redevelopment Program recognizes the project's economic development potential encourages Tillamook County to apply for a \$25,000 integrated planning grant.

We are confident that we can secure additional funding for assessment and cleanup of brownfield sites based on our relationship with EPA and the state brownfields agencies, and based on our history of grant management and local groups and government working together for common goals.

3. COMMUNITY ENGAGEMENT AND PARTNERSHIPS

3.a Involving Targeted Community & Stakeholders, and Communicating Project Progress: The Salmonberry Trail project has been a partnership between state and local government and the community from inception. For the grant-funded assessments and redevelopment planning work, the County will expand and build on the public engagement momentum that began with a series of standing-room-only Salmonberry Trail project kickoff meetings held in 2013. The meetings were attended by a range of government agencies and community groups including cities within the County, Oregon State Senator Betsy Johnson, the Oregon DEQ, the Columbia Pacific Economic Development District, the Oregon Coast Visitor Association, Cycle Oregon, and many other interested citizens. The County plans to build on this foundation of interactive, productive community engagement throughout the assessment and cleanup planning phases of the grant funded project, using the methods described below.

Brownfields Advisory Committee: The County, with support from Oregon DEQ's Regional Solutions Team Coordinator, will create a diverse Brownfields Advisory Committee to oversee implementation of the grant. The Advisory Committee will include members of the existing Salmonberry Coalition, members of the Governor's Regional Solutions Team, and representatives of state and/or local health departments, neighborhood associations, local businesses, and community-based organizations. The Committee will set a meeting schedule that will include a grant project kick-off meeting and meetings at key project phases

such as inventory/prioritization, site selection, property owner outreach, and redevelopment planning. The committee will serve as an advisory body for all technical and community outreach activities conducted.

Engaging with Disenfranchised Communities: The County will identify and engage with underserved communities within Tillamook County including our growing Latino/Hispanic population; geographically isolated residents; linguistically isolated residents including those with English as a 2nd language, or low literacy levels; residents with limited transportation access; those living below the poverty line or experiencing homelessness; and people with disabilities. The County will draw upon networks of existing relationships with low income and vulnerable populations established through the service and care provided by the County Health Department. The County will also work with CARE, Inc., a United Way Member Agency to identify and reach out to these underrepresented communities. With the in-kind support of the Oregon Health Authority, the County will implement the ATSDR Brownfield and Land Reuse Action Model process including the following efforts. Step 1: In collaboration with the Oregon Health Authority brownfields group and community stakeholders, we will develop and distribute a simple survey to the disenfranchised population in the County, asking them to identify the issues in their community. Step 2: We will host a community meeting to recap the survey results, further brainstorm how development can address the issues and establish priorities. This meeting will be co-facilitated by staff from the County Health Department and the Oregon Health Authority. Steps 3 & 4: We will reach out to our network of professional colleagues to help identify the corresponding community health benefits of addressing the identified community issues and the data needed to measure change. We will review the facilitators report with our stakeholder participants and share the report with our stakeholder partners. As development moves forward, we will report progress to stakeholders.

Community Outreach Plan: The County will prepare a Community Outreach Plan within 4 months of Cooperative Agreement completion to specifically identify how the community will be involved in and educated about assessment work. The Plan will also address how the community can be involved in different phases of the work, including site prioritization for assessments, cleanup decisions, and reuse planning. The plan will be approved by the Advisory Committee.

Mailing List: The County will maintain and update the existing Salmonberry Trail project mailing list, which currently includes 4,500 contacts including all property owners within 500 feet of the Port of Tillamook Bay railroad right-of-way. The list includes residents, property owners, businesses, government officials, non-profits, community-based organizations, and interested developers. We will provide our materials in either hard copy mailed to stakeholders or, as much as possible, electronically through email. Electronic formats reduce our outreach budget and promote sustainability.

Media: We will work closely with several news outlets who have already demonstrated an interest in the trail project, including the Tillamook Headlight-Herald, the North Coast Citizen, KTL radio, and the Tillamook County Pioneer. We will create press releases for the news outlets, and we will invite reporters to public meetings and other events. Because we are a small community, we know the news community well and have collaborated with them on numerous projects. We also will continue to update the Salmonberry Trail blog with links to project information including: 1) meeting dates/times/agenda; 2) fact sheets and press releases; 3) project documents such as the health and safety plan, QAPP, SAPs, and Phase I and Phase II ESA reports; 4) a project calendar; and 5) project contact information.

Meetings: We will conduct up to 4 public meetings designed to engage the community during grant implementation. The meetings will be held to celebrate the grant award and solicit public input on the project plan, to report on progress and results, and solicit input on priorities for assessments, and get input on cleanup and redevelopment planning. We will also conduct one-on-one meetings with landowners as needed to discuss assessments, cleanup, and redevelopment potential. The County will work with the

Oregon Health Authority and other community partners like CARE to plan and conduct a series of health-focused community engagement meetings guided by the Agency for Toxic Substances Disease Registry Brownfield and Land Reuse Action Model. All public meetings will accommodate hearing and sight concerns as needed through large print publications, sign language interpretation, and use of ADA accessible facilities. A Spanish language interpreter will be present at the public meetings, and outreach materials will be developed in English and Spanish. If a need is identified, we will arrange for other language accommodations.

3.b Partnerships with Government Agencies

3.b.i Local/State/Tribal Environmental and Health Agencies: The Salmonberry Trail project has been supported by a partnership of government, non-profit, and community stakeholders from inception. Project supporters acknowledge the essential nature of the proposed EPA-grant funded assessment and cleanup planning to advancement of the project, and have pledged support in a variety of forms, as outlined below. Letters of support from each organization listed below are attached.

Oregon Health Authority has pledged in-kind services to develop a community engagement plan to ensure that residents affected by brownfields are engaged throughout the project, and enjoy the project outcomes.

Oregon Department of Environmental Quality will work closely with the project team to ensure that the project meets regulatory requirements and protects environmental and human health.

3.b.ii Other Federal, State, and Local Government Agencies:

Oregon Departments of Forestry, Parks and Recreation, and Fish and Wildlife: These agencies will coordinate with the grant project team, sharing knowledge of railroad history and the project area, and helping prioritize brownfields for assessment based on risks to sensitive areas along the route.

Oregon Regional Solutions Team, composed of representatives of 5 state agencies: DEQ, Land Conservation and Development, Transportation, Housing and Community Services, and Business Oregon, has identified the Salmonberry Trail as a priority economic development project, and will assist with project planning and implementation by coordinating state agency involvement.

Business Oregon Brownfields Redevelopment Program recognizes the project's economic development potential encourages Tillamook County to apply for a \$25,000 integrated planning grant.

Cities of Tillamook, Bay City, Garibaldi, Wheeler, Port of Garibaldi, Tillamook Area and Rockaway Beach Chambers of Commerce will assist with reaching out to underrepresented populations, identifying and accessing brownfield properties, and understanding the economic development constraints and opportunities unique to each community and how the Salmonberry Trail project can be molded to meet specific needs. The Cities of Rockaway Beach and Garibaldi are also pursuing funding for Salmonberry Trail catalyst projects, to engineer and construct two approximately 1-mile sections of the trail.

Neah-Kah-Nie and Tillamook School Districts have pledged to incorporate the Salmonberry Trail into the education system, proposing to purchase bicycles for students to use to access the trail. The Neah-Kah-Nie District supports the project as a safe alternative to Hwy 101 for students to travel to school.

Tillamook County Economic Development Council and Columbia Pacific Economic Development District will promote the trail project to garner public support and financing for future phases of work. The County Economic Development Council manages over \$1 million in tourism promotion funds, and has pledged to use funds to support the Salmonberry Trail to a worldwide audience.

3.c Partnerships with Community Organizations

Community Action Resource Enterprises, Inc. (CARE), the County's anti-poverty agency, commits to assisting with engaging at-risk populations during project planning, implementation, and outcomes.

Cycle Oregon is a non-profit dedicated to transforming individuals and communities through bicycling. Over 2,000 cyclists from all over the world join in Cycle Oregon's annual ride which takes place in a different region of the state every year. The Cycle Oregon Fund provides grants to essential cycling-related projects, and has already granted \$100,000 to the Salmonberry Trail Preliminary Feasibility Study.

Tillamook Regional Medical Center has pledged to support environmental site assessments by providing community health data to identify at-risk populations and measure community health improvements.

Tillamook Estuaries Partnership has been engaged in the Salmonberry Trail project since the beginning, and has pledged to continue providing expertise on conservation, stewardship, and restoration.

In addition to the organizations listed above, a host of recreation, tourism, and economic development partners have expressed support and a desire to actively participate in planning and promoting the brownfield grant funded work to support the Salmonberry Trail, including:

- Tillamook County Pioneer Museum
- Oregon Coast Scenic Railroad
- Oregon Coast Visitors Association
- Tillamook County Creamery Association
- Twin Rocks Friends Camp
- Travel Oregon
- Kayak Tillamook
- Pacific Seafood

4. PROJECT BENEFITS

4.a Health and/or Welfare and Environment: Tillamook County is fortunate to be situated in one of the most beautiful natural settings in the world—one that already draws more and more tourists to our community every year. While Tillamook County is rich in natural beauty, our community is in need of investment that supports and improves quality of life, health and wellness. Addressing brownfields and developing the Salmonberry Trail will provide opportunities to engage the community and improve health in several ways. Selected examples of the anticipated benefits are described below.

Addressing Poverty: With poverty rates higher than the national average in Tillamook County, and twice the national average in the City of Tillamook, our target community needs an economic shot in the arm. According to the Outdoor Industry Association, the recreation economy generates billions of dollars in consumer spending and salaries in Oregon, and provides 141,000 recreation-related jobs. Identifying and addressing brownfields along the proposed Salmonberry Trail and in its supporting communities will help to spur a thriving outdoor recreation economy and employment base in Tillamook County. According to a City of Portland, Oregon study, redeveloping just 1 acre of idle commercial/industrial land can generate up to 34 jobs and \$44,000 in tax revenues. Clearly, economic redevelopment in Tillamook County's small communities will have a big impact.

Addressing Health Issues with Recreational Opportunities: Tillamook County residents are suffering from a range of inactivity-related health issues, and desperately need additional low-cost, safe, locally accessible recreational opportunities. The 2013 Tillamook Regional Medical Center Community Health Needs Assessment found that rates of adult and child obesity and heart disease--both inactivity-related issues--are significantly higher in Tillamook County than statewide, and far higher than goals established in the US Department of Health and Human Services Health People 2020 initiative. The study reports that 27% of Tillamook County adults and 16.7% of our 8th grade children are obese. Data from 2006-2010 shows that heart disease mortality in the County was 108 per 100,000 people, compared to 94 statewide. Studies on trail use conducted in Missouri and Indiana found that 55-70% of those surveyed said that access to a trail increased their regular exercise (railstotrails.org). Addressing brownfields to support development of the Salmonberry Trail will provide our targeted community with free, local access to healthy recreational opportunities like walking, cycling, and connecting with the area's abundant natural.

As part of our grant-funded community outreach, we plan to work with the Oregon Health Authority and community partners to implement the Agency for Toxic Substances Disease Registry Brownfield and Land Reuse Action Model in order to make community health an integral part of the Salmonberry Trail project. The Action Model provides a framework for discussion, goal setting, and decision making about community health needs specific to our community, and how the Salmonberry project can help address those needs.

Addressing toxic substances: Over 50 active records of toxic substance and petroleum releases to the environment were identified throughout Tillamook County on Oregon DEQ databases. Contaminants detected in soil, air, surface water, and groundwater in the County include heavy metals such as lead and arsenic, petroleum-related compounds, chlorinated solvents, asbestos, and many more. Based on the age of the rail line that will become the Salmonberry Trail, and the industrial facilities the railroad served, it is very likely that spills, derailments, and other releases have occurred along the railroad right-of-way. The grant funds would allow us to identify and assess the severity of these releases and their potential risks to users of the Salmonberry Trail and other brownfields in our community, and to develop cleanup plans to help move our project forward.

4.b Infrastructure Reuse/Sustainable Reuse

4.b.i Sustainable Redevelopment: Sustainable development in Tillamook County's rural setting is characterized by adapting to and developing in concert with the natural environment. Due to the County's location in a floodplain flowing to the Pacific Ocean, along with changes in global weather patterns, planning for and managing flood risks is an inherent part of sustainable development in Tillamook County. The County along with the City of Tillamook and many regional partners are actively engaged in resiliency planning for natural hazards, climate change and sea level rise. The recently-completed Neskowin Coastal Hazard Adaptation Plan exemplifies the community's in-depth understanding of complex coastal issues in Tillamook County, and willingness to adapt to changes in the natural environment.

Tillamook County and its cities administer robust floodplain management programs. The City of Tillamook has a long history of successfully working with property owners and state and federal partners to purchase repetitive flood-damaged properties in the city including a major project that resulted in relocating a Safeway supermarket from the edge of the city to the downtown core. Tillamook County has embarked on several multi-year multi-faceted estuary enhancement/flood reduction projects known collectively as Project Exodus and the Southern Flow Corridor project. Working with a diverse set of partners, Tillamook County plans to permanently restore and protect 521 acres of tidal wetland habitats at the confluence of Tillamook Bay's two most productive salmon systems, the Wilson and Trask Rivers. The project directly addresses the loss and simplification of estuarine rearing habitat for five targeted salmonid species in the region. Coupled with the recreation of 14 miles of high quality off-channel areas, this project represents a crown jewel of tidal wetlands conservation efforts on the Oregon Coast.

Sustainable agriculture and renewable energy are another natural focus of the Tillamook County community. The Port of Tillamook Bay and many local farms are sustainably using a readily available local resource, cow manure, as a source of renewable energy. Methane digesters release methane from cow manure using heat, burn the emitted methane gas to generate electricity, and return the manure to farms free of pathogens and odor. The Port of Tillamook Bay has been operating a community digester since 2003, and a local company has built two new digesters that will produce enough energy to power over 1,000 local homes for a year. The digesters reduce greenhouse gas emissions by burning methane that would otherwise be released to the atmosphere.

4.b.ii Equitable Development and Livability Principles Example: The Tillamook Regional Economic Opportunities Analysis completed in 2013 is an example of research and planning efforts promoting livability by identifying ways to enhance economic competitiveness and support existing communities. Key

findings on regional strengths that will promote economic development included: 1) access to natural areas and related recreational activities (beaches, hiking, kayaking, fishing); 2) remote location but only 1.5 hours from the Portland area; and, 3) access to Hwy 101 and Oregon coast tourism. The potential expansion of the tourism industry was identified as a key regional opportunity for economic revitalization. Lack of diversity in the regional economy was identified as a regional weakness.

4.c Economic and Non-Economic Benefits (Long Term Benefits)

4.c.i Economic Benefits: Studies of historical rail to trail projects demonstrate the powerful effect they can have on economic vitality. A report by Missouri State Parks analyzing the economic impacts of the 22-year old Katy Trail rail-to-trail conversion describes significant economic activity and job creation directly linked to that project. According to Missouri State Parks, the Katy Trail has been a catalyst for tourism, economic activity, and employment, drawing hundreds of thousands of visitors a year, many traveling long distances to visit the wineries, restaurants, shops, bed and breakfast inns, motels and campgrounds that have sprung up in communities along the trail. We expect similar impacts on Tillamook County's outdoor recreation economy in the long-term. The Outdoor Industry Association reports that the recreation economy already generates billions of dollars in consumer spending and salaries in Oregon, and provides 141,000 recreation-related jobs. Identifying and addressing brownfields along the proposed Salmonberry Trail is an essential step toward developing the outdoor recreation economy and related employment base of Tillamook County. Overall, repurposing the POTB railroad as a recreational trail and assessing and redeveloping the County's brownfields will create an expanded tax base and higher employment.

4.c.ii Promoting Local Hiring and Procurement: The County plans to promote local hiring and procurement through a multi-pronged approach. The County will require that its environmental subcontractor develop strategies and identify opportunities to hire local subcontractors such as drillers, laboratories, utility locating companies, and public outreach experts for the grant-funded work. The County will work with the local Oregon Worksource office, a public/private partnership group dedicated to stimulating job growth by connecting businesses and workers, to identify opportunities for employing County residents. In addition to these efforts, Tillamook Bay Community College has expressed willingness to work with the County and the chosen consultant to fund local worker training associated with the work to be performed under this grant. This could involve the College bringing in Brownfield Job Training grantees, such as Oregon Tradeswomen in Portland, a 4-time grantee, to provide brownfield job training to Tillamook County job seekers.

5. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

5.a Programmatic Capability: Tillamook County has a long track record of successfully managing grant-funded projects, and has the capacity and experience to successfully manage an EPA Community-Wide Brownfield Grant. Marlene Putman, Tillamook County Health Department Administrator, will be the County Project Coordinator. Marlene has 19 years of experience as a Department Director/Administrator, program and resource developer, and grant and contracts manager. The current Health Department annual budget is over \$6 million, and is comprised of over 20 federal, state, and private grants with budgets up to \$4 million. Marlene currently manages 50+ staff, including an Accounting Manager, Billing Specialist, and Grants Compliance Assistant who will assist with grant management. Marlene is a licensed attorney and trained mediator. County Chief of Staff, Paul Levesque, will assist Marlene, as needed. Paul has 24 years of experience in public administration including contracts, procurement, and grant management.

The County Project Coordinator will work with the Environmental Protection Agency Project Officer to develop a Cooperative Agreement Work Plan that includes outputs and outcomes to be achieved within the 3-year grant timeframe and budget. The Project Coordinator will follow County requirements to procure a qualified environmental contractor in accordance with 40 CFR 31.36 to assist with implementation of grant

tasks. The Project Coordinator will hold a project kick-off meeting with the contractor to review the Cooperative Agreement Work Plan, schedule, and budget. The Project Coordinator and the environmental contractor will coordinate to prepare required EPA quarterly project status reports, reviewing milestones achieved, budget status, and tasks to be accomplished during subsequent reporting periods. In the case of employee turnover, we will quickly advertise the job opening, and seek out a professional with the needed skills who can transition smoothly into the required role.

To measure progress, the Project Coordinator and environmental contractor will track project outputs and outcomes as we execute community engagement, site assessment, and cleanup and redevelopment planning. The table below identifies the proposed outputs and outcomes, recognizing that outputs and outcomes for this grant, as indicated in the grant application guidelines, will be determined and spelled out in our EPA work plan.

PROPOSED OUTPUTS AND OUTCOMES		
Task	Outcomes	Outputs
Community Outreach	<ul style="list-style-type: none"> -Number of people/organizations engaged in project. -Number of vulnerable populations engaged in the project. -Number of meetings held. -Number of educational materials disseminated. 	<ul style="list-style-type: none"> - Community Outreach and Education Plan. -Steering committee formed. - ATSDR Model Report. -Fact sheets, presentation materials, newsletters.
Site Assessment and Cleanup Planning	<ul style="list-style-type: none"> -Number of risk concerns identified. -Number of people protected from contamination. -Number of acres assessed. -Number of sites with approved cleanup plans. 	<ul style="list-style-type: none"> - Phase I and II Assessments -Quality Assurance Project Plan -Sampling and Analysis Plans -Health and Safety Plans -Analysis of Brownfield Cleanup Alternatives Reports
Site Redevelopment	<ul style="list-style-type: none"> -Increase in tax revenues. -Amount of leveraged funds. -Acres of created greenspace 	<ul style="list-style-type: none"> -Number of meetings with developers -Number of meetings with landowners -Number of state and federal assistance agreements realized

5.b Audit Findings: Tillamook County has never received an adverse audit finding from an OMB Circular A-133, the federal, state, tribal, or local government inspector general or similar organization, or U.S. Government Accountability Office. The County has never been required to comply with special "high risk" terms and conditions under agency regulations pursuant to OMB Circular A-102.

5c. Past Performance and Accomplishments:

5.c.i Currently or Has Ever Received EPA Brownfields Grant: Not applicable.

5.c.ii No Brownfields Grant, But Has Received Federal or Non-Federal Assistance Agreements

5.c.ii.1 Purpose and Accomplishments: While not inclusive of all grants we have received in recent years, the summaries below demonstrate how the County has effectively managed past assistance agreements across a variety of Departments, funding amounts, and funding sources.

National Oceanic and Atmospheric Agency Grant: Tillamook County received a \$2.6 million grant from NOAA to work with a diverse set of partners to restore and protect tidal wetland habitat at the confluence of Tillamook Bay's two most productive salmon systems, the Wilson and Trask Rivers. Once completed, over 521 acres of tidal habitats will be restored, 14 miles of isolated salmon channels will be opened, flooding

will be reduced over 3,000 acres, and 540 structures will have reduced flood elevations. The project is on schedule and in full compliance.

Federally Qualified Health Center (330 Grant): Since 1989, Tillamook County Health Department has received and managed \$1.5 million/year in federal Health Services and Resource Administration funding for our community health center. Health Center services include behavioral health, school-based health services, public health, and environmental health. The funding requires quarterly and annual reporting and documentation including patient outcomes by disease type and target population, fiscal reporting, and annual project descriptions.

Coordinated Home Visiting Grant – Maternal Infant Early Intervention: The State of Oregon has awarded Tillamook County a \$1.5 million, 5-year (\$300,000/year) grant to support a research-based home visiting program. The County contracts with a home visiting program for services that work in conjunction with our Nurse Home Visitor services. The County grant assistant and Department Administrator work with the contractor to ensure that the project reporting is completed, grant objectives are met, and the budget is managed efficiently. Reporting occurs on a quarterly basis for both finances and process and outcome objectives. We are on target for all objectives.

Coastal Zone Management Planning Assistance Grants: Tillamook County and all cities in the county receive annual Coastal Zone Management Planning Assistance grants from the Oregon Department of Land Conservation and Development (DLCD) that range from \$2,700 for small cities to \$4,500 for the City of Tillamook and \$25,200 for Tillamook County. Since 2002, Tillamook County has received grant awards for development of a Geographic Information System (GIS) and associated training for staff, coastal hazard assessments and adaptation strategies, buildable lands inventories, and shoreline protective structures.

5.c.ii.2 Compliance with Grant Requirements: Through management of the grant examples listed above, Tillamook County has demonstrated its ability to comply with complex grant contract requirements. For example, because Tillamook County has met the reporting requirements and outcome goals each year it has been awarded a Federally Qualified Health Center (330) Grant, we are no longer required to apply for renewal each year.

As a result of having a team of trained and dedicated professionals, Tillamook County has achieved and exemplary record of financial integrity. State law (ORS 297.465) requires that Tillamook County prepare a complete set of year-end financial statements in accordance with generally accepted accounting standards by an independent certified accounting firm licensed to perform municipal audits in Oregon. Tillamook County is in full compliance with all audit requirements. More importantly, the Government Finance Officers Association of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to Tillamook County for its Comprehensive Annual Financial Report for the fiscal year that ended June 30, 2012. The Certificate is a prestigious national award and recognizes the highest standards for preparation of state and local government financial reports. Tillamook County has received a Certificate of Achievement for twenty-three consecutive years.

5.c.iii Has Never Received Any Type of Federal or Non-Federal Assistance Agreements

Not applicable

Attachment A

Threshold Documentation

**Tillamook County Community Wide Brownfields Assessment Grant
Threshold Criteria**

III.C.1 Applicant Eligibility

Tillamook County, Oregon is a general-purpose unit of local government as defined under 40 CFR Part 31.

III.C.2. Letter from State or Tribal Environmental Authority

Please refer to Attachment B for the Oregon Department of Environmental Quality (DEQ) letter of acknowledgement.

III.C.3 Community Involvement

Tillamook County will work closely with Oregon Health Authority Public Health Division and the Tillamook County Community Action Resource Enterprises, Inc. (CARE) to inform and involve the community and other stakeholders in the project. Our planned approach to community involvement is described in our narrative proposal, principally in Section 3.

III.C.4 Site Eligibility and Property Ownership Eligibility (Site-Specific Proposals Only)

Not applicable

Attachment B

Letter From State Environmental Authority



Oregon

John A. Kitzhaber, MD, Governor

Department of Environmental Quality

Northwest Region
2020 SW 4th Ave, Suite 400
Portland, OR 97201
(503) 229-5263
FAX (503) 229-6945
TTY 711

January 14, 2014

Susan Morales

U. S. Environmental Protection Agency, Region 10
1200 Sixth Avenue, Suite 900 (ECL-112)
Seattle, WA 98101-3140

Re: DEQ Support for Tillamook County's Application for a Brownfield Assessment Grant, Salmonberry Corridor

Dear Susan:

The Oregon Department of Environmental Quality (DEQ) acknowledges and supports Tillamook County's application for a community-wide brownfield grant to encourage redevelopment of the Salmonberry Corridor, and other brownfields properties, in Tillamook County.

In 2009, DEQ provided State Response EPA Brownfield Grant assistance to Tillamook County to address suspect petroleum contamination at the R & R Service Station in Cloverdale. Tillamook County acquired the site through a Prospective Purchaser Agreement between the County and DEQ, and plans to redevelop the site as a transportation wayside for the regional bus line. DEQ supports the County's desire to identify and address brownfield properties, specifically along the Salmonberry Corridor, to encourage recreational and economic development opportunities throughout the region.

If awarded the EPA Grant, Tillamook County will work with their project partners to develop a county-wide inventory of brownfield properties, conduct Phase I and Phase II Environmental Site Assessments of brownfield properties (including those that are adjacent to the Salmonberry corridor right-of-way), and conduct community outreach activities. DEQ will provide technical assistance throughout the project by assisting with use and interpretation of databases that include: Facility Profiler, Environmental Cleanup Site Information System (ECSI), and Leaking Underground Storage Tank (LUST). DEQ will also provide environmental oversight for the investigations of properties that enter into the Voluntary Cleanup Program.

DEQ supports Tillamook County's plan to coordinate with the Oregon Health Authority (OHA) and use the Agency of Toxic Substances and Disease Registry (ATSDR) Brownfield and Land Reuse Action Model for community outreach activities. DEQ has worked with OHA on various brownfield sites and has found the ATSDR Action Model extremely helpful in engaging the community and learning their concerns regarding brownfield redevelopment.

The EPA community-wide brownfield grant can support Tillamook County's goal of improving access to recreational and economic development opportunities through brownfield investigation and redevelopment. DEQ supports Tillamook County's application for the EPA Brownfield Grant. Please feel free to contact Rebecca Wells-Albers, DEQ Northwest Region Brownfield Coordinator at 503-229-5585 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Nina DeConcini".

Nina DeConcini
Administrator, DEQ Northwest Region

cc: Rocky Houston, Oregon Parks and Recreation Division (email)
Rebecca Wells-Albers, NWR/DEQ (email)
Keith Johnson, NWR/DEQ (email)
Gil Wistar, HQ/DEQ (email)
Jennifer Purcell, NWR/DEQ (email)

Attachment C

Letters of Support



January 15, 2014

Tillamook County Board of Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Commissioners:

The Port of Tillamook Bay would like to express their support and excitement at the opportunity for the County to apply for this EPA Brownfields Site Assessment Grant. If awarded this grant, the foundation for redevelopment will be set, economic growth will follow, health awareness and activity will grow, and quality of life in Tillamook would greatly be improved.

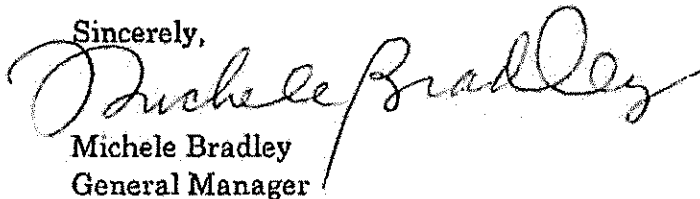
We own the railroad and right of way from the Port's industrial park south of the City of Tillamook, along the coast and up into the Salmonberry Canyon and down to Banks, Oregon; over 85 miles of rail total, with approximately 65 miles in Tillamook County.

The Board of Commissioners here at the Port of Tillamook Bay have continually reiterated their support to the larger project that this grant would effect – a biking/hiking/equestrian trail from the valley over to the coast.

Our commitment to this project would be guaranteeing an easement for the trail within our railroad right of way. We also will be able to facilitate stakeholders as the project progresses. We have a stellar relationship with the Governor's Regional Solutions Team and will work with that team as needed for the project to move forward.

Please feel free to contact me with any questions or concerns at the address below, or via email at mbradley@potb.org.

Sincerely,



Michele Bradley
General Manager



*Tillamook Regional
Medical Center*

1000 Third Street
Tillamook, OR 97141
(503) 842-4444
www.TillamookRegionalMC.org

December 30, 2013

Tillamook County Board of Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

RE: Support for Salmonberry Rails and Trails Project Application

Dear Tillamook County Board of Commissioners,

As a leading health system—hospital, rural health clinics, ambulance and home health/hospice—providing integrated health and wellness services throughout Tillamook County, we are pleased to add our support to this community-based project.

A Community Health Needs Assessment completed by Tillamook Regional Medical Center in 2013 identified chronic disease prevention as one of the top four priorities for intervention in Tillamook County. A key factor in heart disease and other related diseases such as diabetes is weight status. The rate of obesity in Tillamook County for both pediatrics and adults is higher than corresponding rates for the state of Oregon; both of these rates are higher than the Health People 2020 objectives.

Exercise, especially out in nature, is vital to maintaining a healthy weight as well as positive mental health. Tillamook County is blessed with abundant natural beauty, and in our wellness outreach to the community we strongly encourage residents to take advantage of this wonderful local health resource.

From a community health perspective, as well as from a community partnership perspective, we support the application seeking funding through the EPA Environmental Site Assessment program to help accomplish an environmental site assessment for the Salmonberry Rails and Trails project segments in Tillamook County.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry S. Davy".

Larry S. Davy
CEO/President



2310 First St., Ste. 2
Tillamook, OR 97141
Tel. 503-842-5261
FAX 503-842-5821
www.careinc.org

Board of Directors

Christine Wagner,
Chair
Poverty Task Force
Co-Leader

Anne Bethell
Vice-Chair
Retired

Georgia Dorsey,
Secretary
Retired

Lisa Phipps
Treasurer
Tillamook Estuaries
Partnership

Anita Johanson
Reigning Cats and Dogs

Sierra Lauder
Manager

Frank Hanna-Williams
Tillamook Family
Counseling

Tom Jayred
Retired

Bob Favret
Retired



Tillamook County United Way

CARE is a United Way
Member Agency

January 12, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear County Commissioners,

As the Executive Director for Tillamook County Community Action Resource Enterprises, Inc. (CARE), I am pleased to write this letter of support and commitment for the Salmonberry Corridor Rails to Trails Project for Tillamook County.

CARE is Tillamook County's local anti-poverty agency working with individuals and families who struggle to meet their basic needs. This particular population is often disenfranchised and therefore not included in opportunities to participate in shaping the community in which they live. At CARE we work to ensure that the voices of this very important part of our community are present at the table.

This project brings an amazing opportunity for those we serve to benefit from both participating in the community process and to ultimately have free public access to the trails which will be one of the outcomes. People will have the satisfaction of "owning" a piece of the work through their participation.

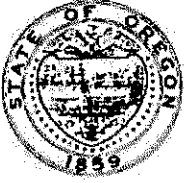
Moving forward in this process CARE will commit to partner with organizers to create situations and environments that encourage the low-income population of Tillamook to engage in the project. We will invite people served through our organization to participate in focus groups, steering committees and work days.

Once the work is complete, the value of this project continues for those who struggle financially. The free system of outdoor exercise that will be created will allow even more people to engage with their community regardless of income.

We look forward to encouraging full participation of the community in this project.

Sincerely,

Erin Skaar
Executive Director



Oregon

John A. Kitzhaber, M.D., Governor

Department of Fish and Wildlife

Northwest Region
4907 3rd Street
Tillamook, OR 97141
(503) 842-2741
Fax (503) 842-8385
www.dfw.state.or.us



January 16, 2014

Marlene Putman, Administrator
Tillamook County Health Department
801 Pacific Avenue
Tillamook, OR 97141

Re: Letter of Support: EPA Environmental Site Assessment Grant Application

Dear Ms. Putman,

This purpose of this letter is to express the support of the Oregon Department of Fish and Wildlife (ODFW) North Coast Watershed District for the Salmonberry Rails and Trails FY14 EPA Environmental Site Assessment Grant Application submitted by the Tillamook County Health Department. This project will conduct environmental site assessments and identify brownfield sites along the coastal alignment of the proposed Salmonberry Trail and will develop cleanup and reuse plans for several of the identified sites. The Oregon Department of Fish and Wildlife strongly believes that the outputs from this project will result in direct benefits to fish and wildlife resources of the area, particularly those adjacent to environmentally-sensitive aquatic resources.

The Oregon Department of Fish and Wildlife is committed to providing technical assistance in support of this proposed project and is hopeful that the grant request is approved. Please contact me if you have additional questions regarding ODFW's involvement with this project.

Sincerely,

Chris Knutsen
District Fish Biologist
ODFW - North Coast Watershed District

JOHN A. KITZHABER, MD
GOVERNOR



January 14, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Commissioners,

On behalf of the Governor's North Coast Regional Solutions Team, I write to express support for the Port of Tillamook Bay's application for an Environmental Site Assessment Grant from the US Environmental Protection Agency. This grant would be used to perform due diligence, identifying and inventorying contamination along the recently inactivated Salmonberry rail line in Tillamook County, and preparing for any necessary remediation.

This now inactive rail corridor has recently become the focus of a coordinated state-led effort to transform the decaying rail line into a vibrant rails and trails project. As a part of this effort, our Regional Solutions Advisory Committee has identified this project as a priority. This action will bring a coordinated effort among state agencies to be of assistance in moving this effort forward.

The trail will eventually become a link between the North Oregon coast and the Portland Metro area and will be an exceptional opportunity to expand recreational, economic, and educational opportunities throughout the surrounding region. Receiving this grant will allow assessment work to begin at the front end and will be key in identifying and containing contamination before this essential restoration work begins.

This project has the support of the community and the region and will have international appeal as trail enthusiasts from across the globe come to Oregon to enjoy this and the unique network of trails that have been built across the northwest part of the state. We urge approval of this grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ellsworth". The signature is fluid and cursive, with a long, sweeping line extending from the end of the name.

Mark Ellsworth
Regional Coordinator
Governor's Regional Solutions Team



Oregon

John A. Kitzhaber, MD, Governor

Department of Forestry
Forest Grove Unit
801 Gales Creek Rd
Forest Grove, OR 97116-1118
(503) 357-2191
Fax (503) 357-4548

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

1/14/2014

Dear Tillamook County Board of County Commissioners,

The Oregon Department of Forestry supports the application for an Environmental Site Assessment Grant for the Salmonberry Rails and Trails project. Understanding and mitigating human and environmental hazards along the corridor are key goals for the Department and the Salmonberry Coalition.

The Oregon Department of Forestry has a long history with the rail line

The rail line was completed in 1911, the same year the Oregon Department of Forestry was established. At the time the land in proximity to the rail line was in private ownership, and the Oregon Department of Forestry had fire suppression responsibilities along the rail line. Following the historic and catastrophic Tillamook fires, land was transferred from private ownership through county ownership to state ownership. The Department of Forestry reforested the burned landscape and in 1973 dedicated the Tillamook State Forest. Throughout our land ownership tenure, the Salmonberry Railroad Line has been an organizing feature, a line that carried finished products from the coast to the valley, and place of historical and environmental significance.

The rail line has a long history of storm damage. The latest was a catastrophic storm with over 20" of rain in December 2007. The rail connection was cut off due to major damage, particularly in a 16-mile stretch of tunnels and trestles deep within the Coast Range. Since this time interest in the rail line as a potential recreational connection between the valley and the coast has developed. Goals for this project are to:

1. Support local communities: Encourage new economic opportunities for communities along the rail line
2. Preserve the investment: Stabilize existing right of way and limit future damage, ensure a financially-viable and sustainable future for the project
3. Provide access for multiple users: Improve and increase access to public lands for a wide range of uses including walking, biking, hunting, fishing and equestrian.
4. Improve the environment: maintain and improve sensitive river and coastal habitat.

The Oregon Department of Forestry has a key role in the proposed trail project

The Salmonberry Corridor Coalition is a group of interested stakeholders, including a State Senator, representatives of the Oregon Coast Scenic Railroad, Tillamook County, Port of Tillamook Bay, Tillamook County, Cycle Oregon, Oregon Parks and Recreation Department (OPRD), and the Oregon Department of Forestry (ODF). These groups and many others have come together to explore the possibility of a trail connection along the Port of Tillamook Bay railroad line.

Oregon Parks and Recreation Department, Oregon Coast Scenic Railroad, and the Oregon Department of Forestry are the lead agency partners. Much of the rail line runs through Oregon Department of Forestry lands.

The proposed trail project will enhance Oregon's economy, environment, and social conditions, all of which are the Oregon Department of Forestry's mission.

A functioning recreational trail, linking the Willamette Valley to the Coast, through Oregon's forest environment will be a tremendous asset for the State of Oregon and so furthers the Oregon Department of Forestry's mission to enhance Oregon's livability and economy.

Accomplishing the project goals will turn what is now a remote, damaged rail line, an environmental, social, and economic problem, into one of Oregon's great assets.

The project is complicated, difficult, and full of unknowns. The proposed environmental site assessment will provide key information in a timely way to inform the development of the project and set the stage for needed environmental and human health repairs.

The corridor has had several extensive studies over the decades of use, repair, and discussion. Many of them focus on restoration of the railroad. A few focus on the status of the native steelhead runs. Information about the restoration needs and environmental and human health concerns have not been completed. This is a gap in information needed for planning and implementing the project. Currently the Oregon Department of Forestry does not have the authority or funds to undertake a study of this scope on Port of Tillamook Bay lands.

In closing, the Oregon Department of Forestry supports the grant application.

Sincerely,



Mike Cafferata

Forest Grove District Forester

Oregon Department of Forestry representative to the Salmonberry Rails and Trails Coalition

"Garibaldi-to-Port of Tillamook Bay Rail-and-Trail Development"

January 8, 2014

Salmonberry Coalition members and Master Planning Team
c/o Oregon Parks & Recreation Department
725 Summer St. NE, Suite C,
Salem, OR 97301

Dear Salmonberry Coalition members and Master Planning Team,

This letter serves to indicate the support of the signatory organizations for the advancement of a "Garibaldi-to-Port of Tillamook Bay Rail-and-Trail Development" project as a high priority Catalyst Project in the Master Plan.

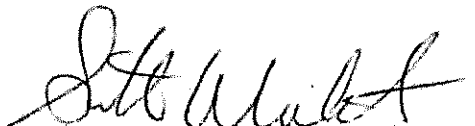
This would expand the current concept included in the Framework Plan draft as "Tillamook Creamery to Downtown" to a full connection with the Rail and Trail activities & projects underway from Garibaldi to Wheeler and could include stops at Bay City, the Tillamook Creamery, the Blue Heron, the City of Tillamook, and the Port of Tillamook, thereby providing a substantial economic shot for all the affected communities and businesses along the Nehalem and Tillamook Bays.

The area included in this Catalyst Project is relatively level with an intact rail system, a comparatively doable project that could easily attract funding and high usage. Funding could easily be obtained to improve and widen the right of way for both rail and trail use. It would have a great deal of visibility as a pilot project that could help leverage getting subsequent projects done while providing immediate economic benefits for a large variety of interests right at the get-go.

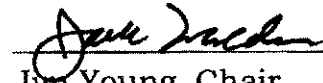
We strongly urge that this Catalyst Project be expanded as described above and placed into the highest priority in the final Master Plan. Thank you for your consideration.

Sincerely,


(continued)


Scott Wickert, President
Oregon Coast Scenic Railroad





Jim Young, Chair Jack Mulder, Secretary
Port of Tillamook Bay Signing on behalf of
 Jim Young, Chair





Patrick Criteser, CEO
Tillamook Creamery Association

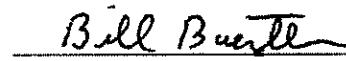
Tillamook 

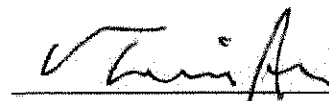

Denny Pastega, CEO
Blue Heron French Cheese Factory

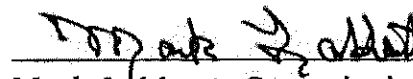



Suzanne Weber, Mayor
City of Tillamook
on behalf of
The Tillamook County Mayors' Forum
representing the cities of
Bay City, Garibaldi, Manzanita,
Nehalem, Rockaway Beach,
Tillamook, and Wheeler




Bill Baertlein, Chairperson
Board of Tillamook County Commissioners


Tim Josi, Vice Chairperson
Board of Tillamook County Commissioners


Mark Labhart, Commissioner
Board of Tillamook County Commissioners





January 16, 2014

U.S. Environmental Protection Agency Region 10
Attn: Ms. Susan Morales
1200 Sixth Avenue, Suite 900
Mailstop: ECL-112
Seattle, WA 98101

RE: Tillamook County, Oregon – Salmonberry Corridor Rails and Trails Community-Wide Assessment Grant Proposal

Dear Ms. Morales:

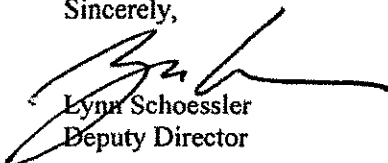
I am writing to express my support on behalf of the Oregon Business Development Department (Business Oregon) for the Community-Wide Assessment Grant being submitted by Tillamook County (County) for funding assistance consideration to address potential environmental contamination concerns associated with and in conjunction to the former Port of Tillamook Rail line – commonly referred to as the Salmonberry Corridor (Corridor) Rails and Trails Project.

A severe storm event in December 2007 caused major damage to a substantial portion of the rail line. Subsequent economic and engineering analyses led to the decision to cease freight operations on the Corridor. While this decision represented a tremendous economic blow to the communities and businesses served by the rail line, the opportunity to convert the use of the Corridor to a “human-powered” transportation link with the ability to tap into a wide network of existing recreation trails and parks, educational opportunities and heritage sites presented itself. This Project will create strong economic opportunities for Tillamook County and help to revitalize communities along the Corridor. Additionally, the Proposal will provide the County with a critical baseline of information such that the appropriate measures can be taken that are both protective to human health and to the environment.

Business Oregon encourages community efforts which result in healthier and more sustainable communities since these efforts ultimately lead to the creation of jobs through the redevelopment of stigmatized properties such as brownfields. Redevelopment of the Salmonberry Corridor is important to not only the cities along the Corridor but also to Tillamook County as they strive to provide their citizens with a clean and healthy environment in which to live. Business Oregon, through its Brownfields Redevelopment Program, has extended an invitation to the County to apply for a \$25,000 Integrated Planning Grant so that the County can begin the process of identifying key areas of concern. Additional assistance is available to address assessment and/or cleanup financing needs once specific sites are identified.

I strongly support and sincerely hope that you and your staff will approve funding for this Proposal. Please contact Karen Homolac of my staff at (503) 986-0191 if you have any questions.

Sincerely,



Lynn Schoessler
Deputy Director

PacificSeafood®

Pacific Oyster Company
5150 Oyster Dr.
PO Box 3030
Bay City OR 97107
phone: (503) 377-2330
fax: (503) 377-4237
www.pacseafood.com

Processing

Pacific Alaska Shellfish, Nikiski AK
Resurrection Bay, Seward AK
Island Seafood, Kodiak AK
Sea Level Seafoods, Wrangell AK
Pacific Canada, Masset B.C.
Salmonlux, Federal Way WA
Starfish, Mukilteo WA
Washington Crab, Westport WA
Pacific Cold Storage, Woodland WA
Bandon Pacific Seafood, Charleston OR
Pacific Smoking, Clackamas OR
Pacific Coast Seafoods, Garibaldi OR
Pacific Shrimp, Newport OR
Live Seafood, Portland OR
Pacific Chinook Seafood, Eureka CA

Aquaculture

Pacific Aquaculture, Napa Valley
Pacific Oyster, Bay City OR
Pacific Oyster, Coos Bay OR

Distribution

Pacific Seafood of WA, Mukilteo WA
Pacific Seafood of WA, Spokane WA
Pacific Seafood of OR, Clackamas OR
Pacific Fish & Oyster, Portland OR
Pacific Fresh Seafood, Sacramento CA
Pacific Seafood LA, Wilmington CA
Pacific Seafood UT, Salt Lake City UT
Pacific Seafood NV, Las Vegas NV
East Coast Seafood, Phoenix AZ
Seachill Seafoods, San Antonio TX
Jake's Famous Crawfish & Seafoods, Clackamas OR

Transportation

Pacific Group Transport

January 10, 2014

Board of Commissioners
Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Ave.
Tillamook, OR 97141

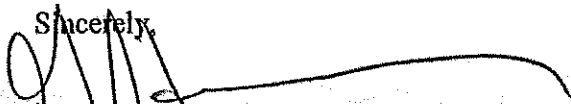
Dear Board Commissioners:

Pacific Oyster in Bay City fully supports the brownfield grant application. We feel that at completion of the project, the Salmonberry Corridor Trails & Rails project will become a catalyst in the tourism sector of our economy. It not only will attract people to the Tillamook area but will also enhance the tourism industry in the State of Oregon by attracting people to the experience the world class attraction of the Oregon Coast and its beautiful forests and bays.

We at Pacific Oyster believe this project will attract more people to our facility and increase the number of people that we can serve. It has always been a vision of ours to incorporate the rail line into our business by providing a stop at our location. Not only will we be able to provide Fresh Oregon seafood to our customers but will be able to educate them on our industry as a whole.

This project by bringing more people to our area will create more jobs and will improve the quality of life for all of our citizens. We strongly urge approval of this grant to be able to achieve the needed environmental assessment which is critical to the completion of the project.

Sincerely,


Gaylord (Whitey) Forsman
General Manager
Pacific Oyster Co.



Wild & Natural – Fresh, Healthy & Sustainable



CITY HALL - 107 SIXTH ST. (P.O. BOX 708) - GARIBALDI, OREGON 97118
PHONE 503/322-3327 - FAX 503/322-3737 - TTY 800/735-2900
E-MAIL: city@ci.garibaldi.or.us; WEB SITE: www.ci.garibaldi.or.us
THE CITY OF GARIBALDI IS AN EQUAL OPPORTUNITY PROVIDER

January 10, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear County Commissioners:

The City of Garibaldi supports Tillamook County's application for an EPA Environmental Site Assessment grant to determine the viability of constructing the proposed Salmonberry Rails and Trails project. The positive impacts of this project on Tillamook County and Northwest Oregon in terms of economic growth and enhanced recreational utility are substantial and extraordinary. This project will create a multimodal recreational trail that will connect the greater part of Tillamook County to the westernmost edge of the Portland Metro area. The outcome will be a unique and unprecedented transportation corridor, exclusive to non-motorized transportation, between the Portland Metro area and the Oregon Coast.

The City of Garibaldi is located along the Pot of Tillamook Bays' railroad right of way, which is the proposed route for this trail system. Garibaldi is one of the communities historically served by the bygone commercial railroad system, which connected Tillamook County to the Portland area. With changes in our local economy, our infrastructure needs associated with the POTB's right of way have transitioned from commercial freight to passenger transportation. Our community is keenly aware of the value that this project represents to our local and regional economy. Beyond this, Garibaldi envisions the positive social impacts of a trail system that creates pedestrian and bicycle transportation connections between the cities and communities of Tillamook County and the Portland Metro area.

As the potential of this project is explored, the evaluation of environmental impacts created by this project is critical to the decisions that lay ahead. The City of Garibaldi would like to encourage the EPA in providing the requested funding to develop the environmental site assessment needed by the Salmonberry Coalition to proceed forward with this important project.

Respectfully,


Suzanne McCarthy
Mayor, City of Garibaldi

CITY OF WHEELER



P.O. BOX 177 • WHEELER, OR 97147 • (503) 368-5767 • FAX (503) 368-4273
OREGON TDD RELAY 800-735-2900 • EMAIL: cityofwheeler@ncbalemel.net

January 6, 2013

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Board of Commissioners:

Please accept this letter as our written confirmation that the City of Wheeler supports Tillamook County's application for a brownfield grant to complete an environmental site assessment of the corridor segments in Tillamook County in order to prepare for the construction of the Salmonberry Rails and Trails Corridor project. The completion of this assessment is necessary and critical to the completion of the rails and trails project in Tillamook County.

Wheeler was founded as a mill town in 1910, with the completion of the rail link to the navigable waters of the Nehalem Bay. The success of the town was, in part, due to the train, which provided a means of delivering lumber and seafood to Portland and points east. The mills and fish packing plants of Wheeler's early decades are gone now, leaving a charming little village of historic building strung together on the edge of a beautiful bay. By 1981, the Port of Tillamook Bay was operating the old rail lines from Tillamook to Wheeler. The rail line still operates today, providing "fun runs" between Garibaldi and Wheeler, and into the Salmonberry corridor to view the fall leaves; dinner trains; and half-day runs into the Salmonberry Canyon during the summer to picnic and barbeque.

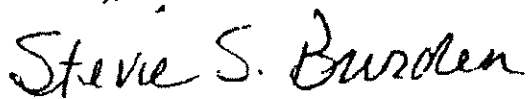
The rail line runs the full length of Wheeler, separating the waterfront from Highway 101. Wheeler has created its "Waterfront Park" along the rail line, near the marina and docks. The park celebrates the history of the railroad. There is also some vacant property along the rail line that is prime for additional park land and complimentary development in the near future. The City fully supports the Salmonberry Corridor rails to trails project as it would enhance the rail line throughout the city and bring new visitors to town. This opportunity is an integral part of the city's plan to maintain a vibrant downtown with a healthy tourist trade to enhance the local economy. The trail project, when complete will have a positive impact on the local economy and bring thousands of new visitors to town to discover the "Little Town with the Million Dollar View."

Not only will the site assessment along the rail line allow the Salmonberry Corridor to move forward toward completion, it will provide a needed assessment of the railroad property along the undeveloped property on the north end of Wheeler. The City wishes to be part of the ultimate solution for this

property by developing parks and wetlands on the undevelopable portion of the land. The anticipated enhancement to the property will work in tandem with the development of the trail project along the rail line. This brownfield assessment work will assist the city to meet a need not only to continue the Salmonberry Corridor trail but to move forward with helping to develop this valuable property along the waterfront.

The City of Wheeler is in full support of Tillamook County's application for a Brownfield Grant to complete the environmental assessment along the Salmonberry Corridor Rails to Trails Project within Tillamook County. It is critical to the local economy to keep this trail project moving forward and the environmental assessment is the next step to bringing this project to fruition.

Sincerely,

A handwritten signature in black ink that reads "Stevie S. Burden". The signature is written in a cursive, flowing style.

Stevie Burden, Mayor
City of Wheeler



City of Bay City

PO Box 3309
Bay City, OR 97107
Phone (503) 377-2288
Fax (503) 377-4044
TDD 7-1-1
www.ci.bay-city.or.us

January 8, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

RE: Salmonberry Rails and Trails Project

Dear Commissioners:

Thank you for this chance to voice support of the Salmonberry Rails and Trails Project.

Our City Council is unanimous in its belief our town will see a benefit by combining the rail with a trail. The grant application to the EPA for the environmental site assessment is a step in the right direction.

Bay City's history is intertwined with our railroad. The railroad brought supplies and carried away product from our lumber mill and cannery. And people came to visit, which is exactly what this rails and trails project will encourage. A perfect example is the Kilchis Point Reserve. The Tillamook County Pioneer Museum holds over 200 acres in trust on the western edge of our City. They've talked about a depot on the rail line with access to the reserve's trailhead and showing off the history of our area. Pacific Seafood, a local oyster producer, fish peddler and restaurant, has suggested a stop at their location along the bay. It is a way to bring visitors to our town again. Adding access for bike and pedestrian traffic just makes sense. It will give people a chance to truly enjoy our perfect piece of Tillamook Bay, but in a safe and healthy way.

Though we have not identified any brownfield areas, it is not unlikely they exist along this historic piece of rail. We fully support the grant application and look forward to hearing the results.

Sincerely,

Shaena Peterson
Mayor

CITY OF TILLAMOOK



City of Tillamook
210 Laurel Avenue
Tillamook, OR 97141

Fax: 503-842-3445
Telephone: 503-842-2472

January 8, 2014

Tillamook County Board of County Commissioners
C/O Marlene Putman, Health Department Administrator
P.O. Box 489
801 Pacific Avenue
Tillamook, Oregon 97141

Board of Commissioners:

I am writing this letter with the expressed consent and support of the City of Tillamook Council members. It is also my desire to see this aspect of the rails and trails project addressed so that as the plan continues to move toward completion, all the facts about the area will be clear and addressed appropriately.

Tillamook sits in a very important position as the beginning of the rails and trails corridor from the western/southern end. Visitors will be able to enjoy full valley views of hills, rivers and the ocean along with agricultural and historical experiences when entering the Tillamook valley. Tillamook is also, with the help of grant dollars, in the beginning stages of building and addressing areas specifically around multi modal transportation options within the area and plans on the Salmonberry Rails and Trails Corridor project to be a primary player in that development.

It is critical to the continued economic growth and development of the area to keep the project moving steadily forward in a thoughtful manner. A Brownfield Grant to complete the environmental assessment is logically the next step in its development.

Sincerely,

Suzanne Weber
Mayor
City of Tillamook, Oregon

Neah-Kah-Nie School District 56

504 North Third Avenue • PO Box 28, Rockaway Beach, OR 97136
(503) 355-2222 • Fax (503) 355-3434

January 13, 2014

RE: Salmonberry Rails and Trails EPA Environmental Site Assessment Grant Funds
Letter of Support

Tillamook County Board of Commissioners
c/o Marlene Putnam, Health Department Administrator
P.O. Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Tillamook County Board of Commissioners,

The Neah-Kah-Nie School District's north/south boundary ranges from Manzanita to Bay City. The Tillamook State Forest and Pacific Ocean border the school district from east to west. The school district serves over 800 students and is recognized for its strong academic programs. Since the rail line runs through the school district, there is a long history of mutual dependency. In the past, the rail line was the primary mode of transportation and the impetus for the economic engine. Now, the role of the rail line is diminished to bringing occasional tourists to Rockaway Beach. With the Salmonberry Rails to Trails initiative, once again the rail line can regain its importance of increasing tourism, revitalizing local economies, and enhancing recreational opportunities.

The Neah-Kah-Nie School District will benefit from the Salmonberry Rails and Trails project in many ways. School safety, enhancement of recreational opportunities, and sustained economic development, are the primary benefits of this project.

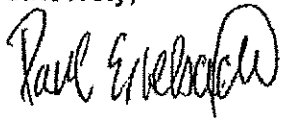
The Salmonberry Rails and Trails will impact school safety for students by improving the safety of students walking or riding to school along Highway 101. Having access to a safe path to school will encourage more students to walk or ride to Neah-Kah-Nie High and Middle Schools.

Salmonberry Rails and Trails will enhance recreational opportunities for locals and visitors. This is not a project focusing on outside tourism. This project will augment the already diverse outdoor recreational opportunities for everyone.

Salmonberry Rails and Trails will improve the local and regional economies much like windsurfing impacted Wasco and Hood River Counties. Bicyclists and hikers will spend money as they discover the beauty of North Oregon traversing the Salmonberry Rails and Trails. Local cafes, hotels, and shops will benefit from increased tourism. Strong and diversified local economies directly influence school district budgets.

I am excited to support the work group seeking funding of the Salmonberry Rails and Trails project. There is a long tradition of local leaders who have made a difference creating recreational and economic opportunities for future generations on the North Oregon Coast. Their efforts have paid off and we are the beneficiaries. Now, it is our time to make a difference for our children. I strongly believe the Salmonberry Rails and Trails project is a chance to make a difference. One of the first steps in the long and arduous process to make Salmonberry Rails to Trails a reality is to apply for grant funds for an environmental site assessment in Tillamook County. This letter supports the efforts of the Salmonberry Rails and Trails work group to accomplish this task.

Sincerely,



Paul Erlebach, Superintendent
Neah-Kah-Nie School District



Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

725 Summer St NE, Ste C

Salem, OR 97301-1266

(503) 986-0707

Fax (503) 986-0794

www.oregonstateparks.org



January 16, 2014

Tillamook County Board of Commissioners
Tillamook County Courthouse
201 Laurel Avenue
Tillamook, OR 97141

Dear Tillamook County Board Commissioners,

The Oregon Parks and Recreation Department (OPRD) supports your application for an Environmental Site Assessment Grant for the Salmonberry Rails and Trails project. Understanding and mitigating human and environmental hazards along the corridor are key objectives to re-develop the rail corridor into the Salmonberry Trail.

OPRD has been working with Tillamook County and the Port of Tillamook Bay since it was determined that the repair of the damage of the rail line was determined to not be economically feasible. As the state leader in outdoor recreation, OPRD has committed its resources to this project, including but not limited to;

- Co-Chairing the Salmonberry Coalition
- Dedication of senior staff to the planning and outreach for the Salmonberry Trail
- Committing funds and other resources to the initial planning and master planning

OPRD has State Parks at either ends of the Salmonberry Trail and all along it's 86 miles. We have a stake in the assessment this grant will produce and the development of the Salmonberry Trail. A majority of our properties are on the 62 mile section in Tillamook County that your grant will be assessing. Our statewide recreation assessments have identified that there is a need for additional recreation trails and outdoor recreation access sites in Northwest Oregon. This project will assist in meeting the current and future recreation needs.

However, our partners' resources can only go so far. In order to realize the re-development plan that we are preparing, we need to complete the environmental assessment that the EPA Brownfields program will fund. This assessment and site planning products will allow the project to become one step closer to being shovel ready. EPA's investment will reassure other's to invest in re-developing this corridor into a premier recreational asset that will be an economic asset for Tillamook and Washington Counties.

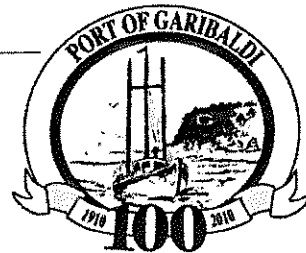
Thank you for submitting this grant and we wish you the best of luck.

Sincerely,

Lisa Van Laanen
Interim Director

PORT OF GARIBALDI

402 S. Seventh St.
P.O. Box 10
Garibaldi, OR 97118
(503) 322-3292 Port Office
(503) 322-3603 Harbor
(503) 322-0029 Fax
www.portofgaribaldi.org



6 January 2014

Tillamook County Board of Commissioners
c/o Marlene Putnam, Health Department Administrator
P.O. Box 489
801 Pacific Ave.
Tillamook, OR 97141

Re: SALMONBERRY RAILS & TRAILS SUPPORT

Dear Commissioners:

Please accept this letter as our written confirmation that the Port of Garibaldi support Tillamook County's application for a Brownsfield grant to complete an environmental site assessment of the corridor segments in Tillamook County in order to prepare for the construction of the Salmonberry Rails and Trails Corridor project. The completion of this assessment is necessary and critical to the completion of the rails and trails project in Tillamook County.

Our port district incorporates the communities of Rockaway Beach, Garibaldi and Bay City all of which were founded in part due to the introduction of the original rail line. Today the Oregon Coast Scenic Railroad provides an important economic driver to our port district and is making the most of this rare asset.

The Port adopted a Parks Plan in 2012 and an identified harbor side trail in Garibaldi could easily be tied into this trail plan. The Plan includes a biological assessment of the park sites and may be of some use to this portion of the Salmonberry project.

If you need any additional information or would like to further discuss this, please don't hesitate to contact me.

Sincerely,

Kevin M. Greenwood
Port Manager

cc: Port of Garibaldi Board of Commissioners

Deborah Boone
State Representative
HD 32



900 Court Street NE
Salem, OR 97301
503-986-1432

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

January 6, 2014

To: Tillamook County Commissioners:

I wholeheartedly support the Salmonberry Rails and Trails project, and realize that an EPA Environmental Site Assessment Grant may be integral to help this effort become a reality.

The Salmonberry Rails and Trails effort has such tremendous potential, to transform more than 60 miles of Port of Tillamook rail line into a fantastic recreational asset that is sure to bring economic benefits to Tillamook County. The rail line was originally constructed in 1906, and was used primarily as a freight line to the Willamette Valley until extensive storm damage made it economically unfeasible to rebuild and maintain.

In order to develop the rail line for recreational use, it will be necessary to do appropriate assessment of the site and environmental remediation where contamination is found. This should greatly enhance the local economies, as this project could create employment opportunities, and once completed, the Salmonberry Rails and Trails project is likely to be a major natural tourism attraction.

The Port of Tillamook Bay Rail line traverses some of Oregon's most beautiful coastline, and is adjacent to the Kilchis Point Reserve, which is a 200 acre pristine natural area located along Tillamook Bay. This site once contained the largest native population center in the area, and is now being developed for passive recreation such as nature trails and bird watching sites by the Tillamook County Pioneer Museum. This is just one example of a local effort that will be greatly enhanced with the completion of the Salmonberry Rails to Trails project.

As the State Representative for House District 32, I will continue to support your efforts to enhance Tillamook County's economic future by cleaning up potential contamination, improving the area for local residents and visitors. Please let me know if I can be of assistance as this project moves forward.

Sincerely,

Deborah A. Boone



TILLAMOOK SCHOOL DISTRICT NO. 9
2510 First Street
Tillamook, Oregon 97141

January 3, 2014

Randy Schild
Superintendent
503/842-2558 • FAX 503/842-6854
schildr@tillamook.k12.or.us

Tillamook County Board of Commissioners
c/o Marlene Putman, Health Department Administrator
P.O. Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Tillamook County Board of Commissioners,

As superintendent of the Tillamook School District, I am pleased to be able to express the support of our 300 staff members and 2,000 students for the Salmonberry Rails and Trails Project Application.

As a school system, it is not only our responsibility to help students develop content and academic knowledge, but just as importantly, we need to help students and staff understand how to live healthy, active lives. The development of the Salmonberry Rails and Trails Project would be a huge addition to both our outdoor education programs and the health and fitness programs in the District.

The Tillamook School District has made it a priority to get our students out into the environment where we live. We have programs at every level where students are taken into our community for hiking, outdoor education, river and ocean education just to name a few. When the Rails and Trails Project becomes a reality, the District will be excited to incorporate it into our regular education system. With our history of quality outdoor programs combined with our close proximity to the trail, I expect that the District would purchase sets of bicycles that varying age groups could use on the trail as a class activities, like we have done with kayaks, as soon as the trail is accessible.

Teaching our students about the great opportunities we have in our community, is part of the valuable education our students deserve. Additional resources within our community that allow our students to become active and engaged will benefit all of us in the community.

It is with great excitement that we support the application seeking funding through the EPA Environmental Site Assessment program to help accomplish and environmental site assessment for the Salmonberry Rails and Trails project segments in Tillamook County.

Sincerely,

Randy Schild
Superintendent
Tillamook School District

BETSY JOHNSON

State Senator

Columbia, Clatsop, Portions of Tillamook,
Washington, and Multnomah Counties



OREGON STATE SENATE
900 COURT ST NE
SALEM, OR 97301

January 11, 2014

Tillamook County Board of Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Commissioners:

I would like to offer my unqualified support for the County's EPA Brownfields grant application for the Salmonberry Rails and Trails Project. I believe that this EPA Environmental Site Assessment Grant may be integral to help this effort become a reality as it lays the groundwork for future planning and funding opportunities. As I understand it, this grant would provide a critical look at the environmental issues surrounding the development of a trail system along the Port of Tillamook Bay Railroad corridor. I believe such a system would be advantageous, both in access to recreation trails for health improvement, as well as development of properties and business for economic development.

Benefits of existing trails have proven. Adults and children of all ages, "tourists and locals", will get outside and enjoy local beauty and exercise, without fear of traffic along the dangerous portions of Highway 101. Safer separation can help encourage new business and add to the economics of the region. In order to develop the rail line for recreational use, it will be necessary to conduct an appropriate assessment of the site and environmental remediation where contamination is found so that development can subsequently occur.

I believe you will see that, from the abundance of letters in support of this grant application (and the Trail Project as a whole), many people and organizations recognize its value; from City and local governments, to schools and recreation groups who see many benefits from education and teaching, to agencies that improve the lives of those in Tillamook County.

I will continue to support your efforts to enhance Tillamook County's economic and health future. I have been on the "ground floor" of the development of this project workgroup as the facilitator for the Governor's Regional Solutions Team and this project has the potential to change the region, and adjacent regions, for the betterment of life in the counties we live.

Please let me know if I can be of assistance as this project moves forward.

Sincerely,

Betsy Johnson





317 S.W. Alder Street,
Suite 200
Portland, OR 97204

Friday, January 10, 2014

To Whom It May Concern,

It is our collective pleasure at the Oregon Tourism Commission (dba Travel Oregon) to fully endorse and support Tillamook County and the State of Oregon's Parks and Forestry Departments regarding their collective efforts on the Salmonberry Corridor. Travel Oregon, the State of Oregon's Tourism Development and Marketing Agency, has worked extensively to establish Oregon as a top tier destination for outdoor recreationists; once developed, the Salmonberry Corridor will undoubtedly add to that allure.

The state of Oregon is quickly developing world-class infrastructure in terms of connected networks of off-road pathways and trails. Work is already underway on connecting the Columbia River Gorge region to the Portland area via a system of off road paths and trails. With the Salmonberry Corridor, a link from the Willamette Valley to the Coast, the state would potentially possess a network that could take residents and visitors from the beautiful Oregon Coast all the way to the Columbia River Gorge. A pathway of this magnitude would undoubtedly attract visitors from all around the world and potentially qualify for World Heritage Site status.

Economic diversification and economic development are core values of Travel Oregon, and the Salmonberry corridor holds great economic promise for areas that have been economically depressed due to decreased forest production. Once fully actualized; the Salmonberry Corridor will deliver cyclists, hikers and other non-motorized user, to rural areas that need the local spending to sustain and further develop their economic vitality.

Travel Oregon will fully support the development and resulting work that comes from Salmonberry Corridor concept plans. Examples of involvement could include: delivering capacity building workshops in communities adjacent the corridor, the designation of a Scenic Bikeway, and targeted marketing initiatives and campaigns.

The Oregon Tourism Commission is in full support of Tillamook County and the State of Oregon's Parks and Forestry Departments in their pursuit of grant funding for the Environmental Protection Agency's Environmental Site Assessment for the aforementioned reasons. The individual agencies outstanding track record in trail and pathway development in Oregon only bolsters our support.

Please contact us if you have any questions.

Much Obligated,

Scott West
Chief Strategy Officer
Oregon Tourism Commission



Columbia Pacific
Economic Development District

January 9, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Subject: Salmonberry Rails and Trails EPA Environmental Site Assessment Grant Application

Dear Ms Putman,

Col-Pac supports Tillamook County's and the State of Oregon's Parks and Forestry Department's EPA Environmental Site Assessment grant application for the Salmonberry Rails project. This project has been a priority project in NW Oregon's NW Oregon's CEDS and we have participated in the public planning sessions getting the project off the ground.

Col-Pac particularly supports the project because of the economic development opportunities along the rail line. NW Oregon's rural coastal communities face a continual challenge to grow and diversify their economies. This project, coupled with the passage of the new Tillamook County Transient Room Tax, will provide a first class tourism destination for attracting visitors to Tillamook County.

The environmental site assessment is a critical path next step to moving the project forward. Thank you for taking the lead to pursue this funding opportunity.

Sincerely,

Tony Hyde
Vice President



January 3, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Re: Support for Salmonberry Rails and Trails FY14 EPA Environmental Site Assessment Grant Application

Dear Ms. Putnam,

Cycle Oregon applauds Tillamook County and the Oregon Parks and Recreation Department for their commitment to making the Salmonberry Corridor Rails and Trails project a reality. Cycle Oregon fully supports their application for an EPA Environmental Site Assessment grant.

Cycle Oregon has been involved since the early stages of the Salmonberry project as a key Coalition member and in 2012 granted \$100,000 to the project to help fund a feasibility study. This study confirmed that this is a project worth pursuing.

The economic impact of Rail and Trail projects is widely documented and supports the suggestion that such trails are generators of economic activity and benefit the nearby communities through which they travel. In addition, the Salmonberry Corridor presents an iconic recreational resource for the people of Tillamook and Washington counties, the state of Oregon and the nation. The Corridor traverses some of the most rugged landscapes of the Coast Range and offers access to a wide range of under-appreciated destinations. It crosses numerous ecosystems, from agricultural land to wilderness to coastal communities.

Cycle Oregon is a non-profit organization dedicated to transforming individuals and communities through bicycling. Proceeds from the ride go to the Cycle Oregon Fund, which helps preserve and protect the special places of Oregon and supports community development projects in the regions through which we ride. The Salmonberry Corridor is one of these special places which needs to be exposed and enjoyed for generations to come.

by: STAN SCHULZ

Nels Gabbert
President, Cycle Oregon



01/10/14

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

RE: Salmonberry Rails and Trails; FY14 EPA Environmental Site Assessment Grant Application

Dear County Commissioners,

Thank you for this opportunity to write and advocate for the Salmonberry Rails and Trail project by outlining the many benefits and impacts we expect it to deliver.

Since 2003, Kayak Tillamook County, LLC has operated as a professional kayaking guide service, based out of Tillamook County. We are a worker-owned cooperative of local guides who, together, operate the most extensive kayaking guide service on the Oregon Coast. Our guides are all professionally trained, third-party certified (BCU 2-Star Awards) and registered with the Oregon State Marine Board. Many of us also have related professional experience with the cultural, historical and/or environmental attributes of Tillamook County waterways and landscapes.

Our service area is comprised primarily of the five estuary systems situated within Tillamook County; many of which intersect with the Port of Tillamook Bay's railroad corridor. We have witnessed the growth in popularity of the Oregon Coast Scenic Railroad, who riders and our paddlers wave to each other from across the water on Tillamook Bay. We anticipate this form of tourism will continue to grow.

For a decade, we have been paddling along side railroad tracks and underneath railroad trusses which intersect very sensitive wetlands and estuaries. From this perspective, we have witnessed much of this particular infrastructure's interaction with wildlife and the natural environment. The negative impact of brownfield sites within the Salmonberry Corridor and Nehalem River Estuary region exceeds a simple visual eyesore. It is clear to us that these brownfields discourage formerly diverse natural habitat from re-establishing itself in these sensitive natural areas, and, therefore, are not able to support the diversity of wildlife which is should be capable of supporting.

While we feel this infrastructure is an important community asset that must be retained and repurposed, we also strongly support environmental mitigation of the land and habitat surrounding it.

What would this resulting project do for Kayak Tillamook County, LLC and other recreational business? As part of our internal customer service training, our guides are taught that people are not actually buying kayak tours, they are buying an "experience" which happens to be in a kayak. This is the standard mantra in the tourism industry; an industry which is entirely experience-based.

This overall experience is affected by everything our customers see and learn about us, from the moment they enter our county to the moment they leave. Improved water quality will create enhanced natural habitat, which will in turn support a greater diversity of wildlife, and which will ultimately provide greater ambiance (experience). Again, people are paying for an experience, not a kayak tour. Returning customers and their referrals will eventually make or break our long-term business potential.

A broader view of the impact the Salmonberry Project will offer is a potentially massive economic contribution as a permanent new attraction in this area. It will bring in a spectrum of people year-round that would have otherwise never thought to visit Tillamook County. The money new visitors spend will be a boon to an emerging tourism and outdoor recreation economy in a county which has experienced severe economic decline over the past several decades. It will give rise to more ambitious young entrepreneurs who dream of owning their own business in the outdoor industry.

For example, the Oregon Coast Scenic Railroad has already thought of a potential partnership with another guide service in which they would shuttle paddlers and their gear up the Salmonberry, and the guide service would take them down river to their original departure point. This need might be fulfilled by Kayak Tillamook County, or another outfitter; regardless, there will be business expansion in Tillamook County. Next will come retail stores to service outfitters and recreationalists, and, perhaps some day, a new environmentally respectful manufacturing industry.

Thank you in advance for your support and advocacy of this new emerging economic sector and for investing in the future generations of Tillamook County residents.

Sincerely,

Marcus A Hinz,
Principle Executive
Kayak Tillamook County, LLC



January 6, 2014

Environmental Management Support, Inc.
Attn: Mr. Don West
8601 Georgia Avenue, Suite 500
Silver Spring, MD 20910

Re: Tillamook County Health Department FY 2014 Brownfields Assessment Grant
Application

To Whom It May Concern:

The Oregon Coast Scenic Railroad (OCSR) as a Salmonberry Corridor Coalition member is proud to support the Tillamook County Health Department's Application for a United States Environmental Protection Agency Brownfields Assessment Grant. This type of grant will be a first and necessary step in establishing our coalition's goal of a rail and trail dual use project in Tillamook County, Oregon.

Our Organization was formed in 2001 and has been operating a non-profit rail museum and tourist railroad since 2002. Our mission is to educate the general public about the role railroads played in the history of Tillamook County and the United States as a whole. Currently the OCSR leases approximately 48 miles of the former Port of Tillamook Railroad. In 2013 over 21,000 people rode our train. Our past and future are in the operation of this railroad line.

The OCSR's role in the Salmonberry Coalition is to support trail construction within our right of way. Our support will come in several ways including being involved in outreach efforts on behalf of the coalition. The OCSR has offered and will continue to offer assistance in trail construction through the use of our right of way maintenance equipment. We are required by our lease with the Port of Tillamook to insure the line and maintain all of the structures in the right of way including bridges. It is our responsibilities to this historic line that put us in a unique position to support the construction of this public opportunity.

The construction of this trail system will support our organization's mission to educate the public about rail history by attracting more people to the area. The building of the trail will also provide additional revenue in several ways. The trail will bring additional people to the area that will be able to experience our living museum. At the same time the trail will allow our organization to expand operations by providing transportation for



people using the trail. The Salmonberry River Canyon is a remote area and even a fully paved trail through the canyon will not be something the average day hiker or bicycle rider will be able to experience on their own. By providing rail access, the OCSR can transport people by rail into the canyon to access the trail. This opens this remote and scenic area not just to die hard cyclists or hikers, but the family of four who could ride the train up hill and then hike or ride their bicycles down hill.

The proposed Brownfields assessment along the rail line in Tillamook County is an essential first step in realizing the dream of the trail. The trail is to be build adjacent to a historic rail line. There may be locations along the right of way that have been contaminated by different petroleum and chemical products over the last century of use. The responsible way to construct the trail is to identify these areas and remediate where necessary. This is a public health issue for both the local communities and future visitors to the trail. The OCSR supports identifying these areas and acting accordingly.

Sincerely,

A handwritten signature in dark ink, appearing to read "Scott Wickert".

Scott Wickert
President
Oregon Coast Scenic Railroad



01/01/14

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

RE: Salmonberry Rails and Trails; FY14 EPA Environmental Site Assessment Grant Application

Dear County Commissioners,

The Oregon Coast Visitors Association is a regional tourism promotion agency that supports developing and investing in our tourism economy along all 363 miles of the Oregon Coast. We believe the more opportunities and attractions we have to offer visitors, the longer visitors will stay and the greater the long-term economic benefits will be for our coastal communities.

As a coast-wide agency we are involved with many locally based community projects seeking to "re-purpose" important economic, historical and cultural infrastructure assets as these communities diversify their economies due to a decline in traditional industries. Once completed, we market and promote these re-purposed assets to travel writers, group travel/trade operators, individual travelers and other entities which are likely to leverage exposure and inspire travel to the area. We deem that the retention and re-purposing of such assets are preeminently important opportunities.

We are issuing this letter of support for Salmonberry Rails and Trails Project for several reasons. For some parts of Tillamook County, the tourism economy is practically the only viable economic growth opportunity in sight. Tillamook County, as a whole, urgently needs what our industry terms as "*tourism product*," which are marketable attractions significant enough to draw overnight visitation from outside the area. We see this project as having the potential to exact a tremendous and sustained economic impact for decades into the future. If built as a truly multi-model recreational trail, The Salmonberry Trail could become a new crown jewel, outdoor recreational trail (marketable attraction) in the Pacific Northwest. This trail could inspire a volume of new visitation to the North Coast to support dozens of new entrepreneurial businesses in the tourism and recreation industry.

OREGON COAST VISITORS ASSOCIATION

po box 940 ~ 2200 1st St #490 tillamook, oregon 97141 p 541 574 2679 ~ 888 628 2101 ~ c 541 264 0543

Research shows that visitors are attracted to the Oregon coast because of its raw natural beauty and for the chance to get close to the wildlife which inhabits it. Much of the growth in this arena is non-motorized exploration via hiking, biking, equestrian, paragliding, hang gliding, zip lining, etc. Travelers desire a genuine natural experience, increasingly prefer to tread with a light footprint and, at the same time, want convenient access to natural areas for these recreational purposes.

A relevant example of the economic impact related to this travel trend is a recently released study entitled: *The Economic Significance of Bicycle-Related Travel in Oregon: 2012*, Dean Runyan Associates [http://www.deanrunyan.com/doc_library/bicycletravel.pdf].

With the assistance of Travel Oregon, the communities of Yachats and Waldport developed a concept for and secured a partnership with the Siuslaw National Forest to create The Oregon Coast Gravel Epic [<http://dark30sports.com/epic2013/>]. This is now a high-quality, low-impact, off road bicycling event which has attracted overnight visitation; yet, it remains a very small example in contrast to what the Salmonberry Rails and Trails Project will likely become.

In summary, the Oregon Coast Visitors Association encourages community leaders, government and non-profit partners and funders to support innovative grass roots community efforts such as this one. It is the vision of the people of the People's Coast which keeps our natural beauty protected and accessible for all generations to come and for all the world to enjoy.

We feel the development of the Salmonberry Trail, as multi-modal recreational trail capable of supporting multiple user groups, would be a very prudent investment and would offer great and sustained economic impact over decades. Once complete, our coastal network will enthusiastically market and promote this new 'marketable attraction.'

Sincerely,



THE PEOPLE'S COAST

SUE MEYERS

board president

OREGON COAST VISITORS ASSOCIATION

po box 940 ~ 2200 1st St #940 tillamook, oregon 97141

p 541 574 2679 ~ 888 628 2101 ~ c 541 264 0543

Director@ThePeoplesCoast.com

OREGON COAST VISITORS ASSOCIATION

po box 940 ~ 2200 1st St #490 tillamook, oregon 97141 p 541 574 2679 ~ 888 628 2101 ~ c 541 264 0543



TILLAMOOK COUNTY PIONEER MUSEUM

2106 2nd St, Tillamook, Oregon 97141 www.tcpm.org • 503.842.4553

BOARD OF DIRECTORS

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PHYLLIS WUSTENBERG

GARY E. ALBRIGHT

DIRECTOR

503-842-4553

director@tcpm.org

January 2, 2014

Dear Marlene:

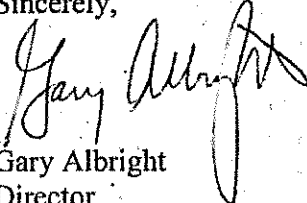
The Tillamook County Pioneer Museum fully supports the Rails and Trails project. This project will not only provide new economic opportunity for Tillamook County and the surrounding area, but will also provide a safe alternative to the narrow and dangerous roadways for cyclists.


The Tillamook County Pioneer Museum owns land that runs parallel to the rail line in Bay City. We see this project as a valuable and equally beneficial opportunity for Tillamook County residents, the Port of Tillamook Bay, and visitors alike. The Rails and Trails project will benefit the Museum specifically by allowing users of the Trail to visit Kilchis Point Reserve. Kilchis Point Reserve is a protected 200 acre site with over two miles of interpretive trails that highlight local flora and fauna, early pioneer settlement, and Native American heritage. Kilchis Point Reserve will serve as a resting area for travelers on the Trail or as a detour for exploration before merging back onto the Trail.

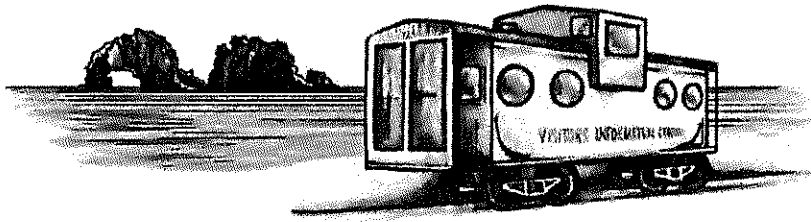
In addition to supporting the project, the Pioneer Museum plans to participate by providing local and regional history that may be used to tell the story of Native American tribes, early pioneer settlers, and the other aspects of the area's history. We are also willing to support this project in any other way that might be beneficial to the project's success.

Although the Salmonberry Corridor is not near Kilchis Point Reserve, we recognize the importance of all clean-up efforts in Tillamook County and fully support them. Water and soil quality affects not only the immediately contaminated area but has lasting effects on the greater ecosystems that are vital to Tillamook County.

Sincerely,


Gary Albright
Director


Caitlin Heusser
Cultural Heritage Manager



PO BOX 198, ROCKAWAY BEACH, OR 97136 (503) 355-8108

January 18th 2014

Re: Salmonberry Rails and Trails-Grant Application

c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Tillamook County Board of County Commissioners,

I am excited to write a letter of support for this workgroup developing a grant application for EPA Environmental Site Assessment grant funds for the Salmonberry Rails and Trails project. We are told the applicants will include Tillamook County and the State of Oregon's Parks and Forestry Departments.

We have been notified that if awarded these grant funds they would be used to complete an environmental site assessment of the corridor segments in Tillamook County in order to prepare for construction of the trail and keep this important project moving forward.

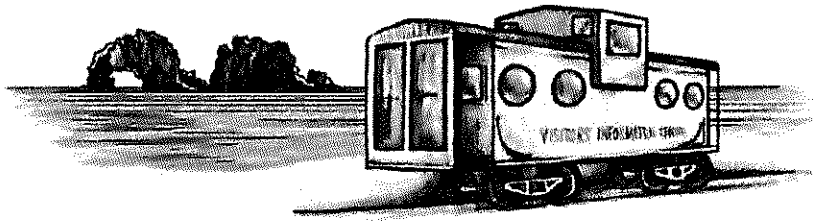
The beginning of our community's history was established in 1909, Rockaway Beach was homesteaded on a sandy beach that stretches from Garibaldi to Nehalem bay and Coastal Tourism to Rockaway Beach was born. The "Grand Daddy Punk Train" as it was called was steam train that navigated over a gravel and plank railway.

The Rockaway Beach Chamber of Commerce understands the importance of the Rails and Trails proposal. Its positive impact of nurturing local economic development and the rail line is one of the fundamental pieces when we look toward in capturing our tourism numbers.

The Visitors Center and Caboose is an essential part of the local community's economic health and welfare. In recent years with the decline of fishing and logging industries tourism has become an even more important leg in the stool of our economy and many of the local businesses rely on our all working together to sustain them for much of the year.

We thank you in advance for your continued support-

*Rockaway Beach Chamber of Commerce, Board of Directors,
PO Box 198, Rockaway Beach OR 97136 503-355-8108*



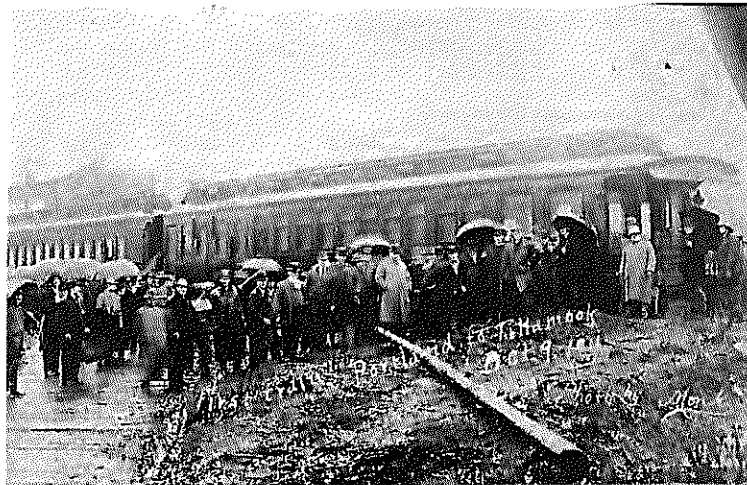
If you would like additional you would like additional information on the positive impact the Rails and Trails program on our local community or the Rockaway Beach Chamber of Commerce's please contact me.

We sincerely hope that you will support this project in going forward so we may all reach the common goal of the finished Rail and Trails project. Our tourists and locals alike would love to ride the train from the Portland to the heart of heart of the County, as many of our locals did with their families in days gone by.

Kindly,

Kristine Hayes

Secretary and Board Member -RBCC
503-355-8101



We thank you in advance for your continued support-
*Rockaway Beach Chamber of Commerce, Board of Directors,
PO Box 198, Rockaway Beach OR 97136 503-355-8108*



January 15, 2014

Tillamook County Board of Commissioners
c/o Marlene Putnam, Health Department Administrator
P.O. Box 489
801 Pacific Ave.
Tillamook, OR 97141

Re: SALMONBERRY RAILS & TRAILS SUPPORT

Dear Commissioners:

The Tillamook Area Chamber of Commerce is in full support of Tillamook County's application for an EPA Grant to complete an environmental assessment of locations throughout Tillamook County as it pertains to further preparation for development of the Salmonberry Corridor Project (Rails & Trails).

The Tillamook Area Chamber of Commerce is tasked with the tourism marketing and promotion for the greater Tillamook area. As we develop strategic alignments with the state travel organization, Travel Oregon, it is essential that we take action to attract and welcome bicycle enthusiasts to our area. The Oregon Coast is a scenic destination for cyclists from around the world and the Salmonberry Rails & Trails Project is positioned to become a game-changing destination for Tillamook County, the Oregon Coast, and the State of Oregon.

Local businesses of Tillamook along the rail line are currently positioning to take advantage of this new destination and influx in new traffic to their locations. The economic impact of added local services for visitors along this corridor are a welcome infusion to our local economy.

The environmental assessment is an integral part of the Salmonberry Rails & Trails Project as it pertains to moving the development forward toward having a significant economic impact for Tillamook County. I encourage the timely approval of Tillamook County's application regarding the Brownsfield Grant.

Regards,

Justin Aufdermauer
Executive Director



January 8, 2014

Board of County Commissioners
Marlene Putman, Health Department Administrator
PO BOX 489
801 Pacific Ave.
Tillamook, OR 97141

Dear Board of Commissioners:

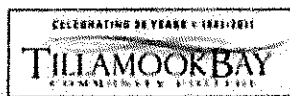
The Economic Development Council of Tillamook County (EDC) is fully supportive of the brownfield grant application as it pertains to the Salmonberry Rails and Trails project. Upon completion, the Salmonberry Corridor Trail will become a major economic driver for the tourism sector of our local economy; however the economic impact will be much greater than just on Tillamook County; it will also positively impact the State of Oregon as tourists from around the world travel to Oregon to experience the Salmonberry Corridor Trail. The Trail will be one of the few places in the world where bicyclists and hikers can journey without encountering automobile traffic through one world class attraction, a beautiful forest, to another world class attraction, the stunning Oregon Coast.

In addition to tourism, other segments of the economy will be positively impacted. Travel Oregon statistics indicate that many of the people who move to Oregon or new business that have been started in Oregon, were started by people who first visited our State. People want to live and work in places that they enjoy and where there is a superior quality of life. In essence, tourism is the gateway to economic development.

Informing visitors is a key component of the Salmonberry Trail project. The citizens of Tillamook County recently passed a County wide Transient Lodging Tax which is estimated to generate over a million dollars a year that can be spent on promoting tourism. The EDC has been charged with managing those tourism promotion funds, which can be used, in part, to promote the Salmonberry Trail to a worldwide audience. The EDC strongly urges approval of the grant as the environmental assessment of the project is critical to the success of the Salmonberry Corridor Project.

Sincerely,


Dan Biggs
Executive Director
Economic Council of Tillamook County



4301 Third Street, Tillamook, OR 97141 Ph: 503-842-8222



Tillamook Estuaries Partnership
A National Estuary Project

613 Commercial Street, PO Box 493, Garibaldi, OR 97118 Phone (503) 322-2222 Fax (503) 322-2261
The Tillamook Estuaries Partnership is a non-profit organization dedicated to the conservation and restoration of Tillamook County's estuaries and watersheds in their entirety.

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Ms. Putman:

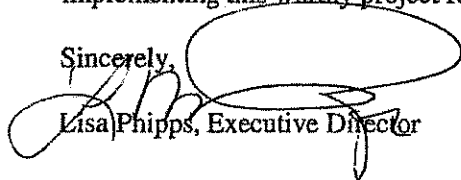
The Tillamook Estuaries Partnership (TEP) is in full support of the concept of the Salmonberry Corridor Rails and Trails Project.

The idea of creating rails and trails through the Salmonberry Corridor connecting rural and urban Oregon is an exciting one for the TEP. To fulfill its mission of conserving and restoring all five estuaries and their entire watersheds within Tillamook County, the TEP recognizes the many benefits of getting people into nature. Whether it be by foot, bike, scenic train or even kayak, these low impact opportunities not only offer healthy experiences and economic benefits, but also flourish awareness about the importance for conservation, stewardship, and restoration for recreational use.

The Salmonberry Corridor Project runs primarily through all of TEP's work study area. Additionally, the Nehalem River is a segment of the Tillamook County Water Trail (TCWT) - a National Recreation Trail, facilitated by the TEP. As a longtime community supporter of the historic rail lines, TEP sees multiple benefits of the proposed scenic rail line and hike/bike trail to provide opportunities ranging from ecotourism and environmental education to accessing a wide network of existing recreational trails, facilities, and communities. A scenic rail line and a hike/bike trail will complement the overall experience of the existing water trail offering additional and/or multiple experiences to all users. Portions of the TCWT may be a model of success to share with the Salmonberry Corridor Rails and Trails Project, and the TEP is willing to offer support and a partnership where needed. TEP has participated in the early public outreach opportunities and anticipates continuing involvement.

The TEP is interested in the possibilities this project will bring to the region, and also the opportunity to impress upon the minds of the Coalition and end users, the importance of the unique environment of the Salmonberry and Nehalem watershed including the wildlife, fish runs, and the temperate rainforests. TEP also sees opportunities to offer its expertise and experiences regarding restoration within the watershed. If any Brownfield sites are discovered, our hope is they may be restored to a natural state that will help the Salmonberry Corridor thrive. This is the very essence that makes this project so desirable - the rich, unspoiled diversity, and beauty of nature within this area. Please consider this environmental assessment as the first step in implementing this worthy project for your support.

Sincerely,



Lisa Phipps, Executive Director

Trask Mountain Cycle

1901 First Street * Tillamook, OR 97141
(503) 842-9220

January 13, 2014

RE: Salmonberry Rails and Trails EPA Environmental Site Assessment Grant Funds Letter of Support

Tillamook County Board of Commissioners
c/o Marlene Putnam, Health Department Administrator
P.O. Box 489
801 Pacific Avenue
Tillamook, OR 97141

Dear Tillamook County Board of Commissioners,

I am a small business owner in the City of Tillamook; my business is Trask Mountain Cycle. I have a good understanding of the need for the Rails and Trails project in Tillamook County, as I have conversations with both local cyclist and travelers.

The County application to for an EPA Brownfield Assessment grant is the most important step to this trail becoming a reality. As you have heard in the many public meetings, this trail would be a game-changer for Tillamook and the communities that are here. I have full confidence that this will grow my business and other businesses along the trail will be started, creating much needed jobs in this county.

This Rails and Trails initiative, will increase tourism, revitalizing local economics, and enhancing recreational opportunities, creating a healthier county.

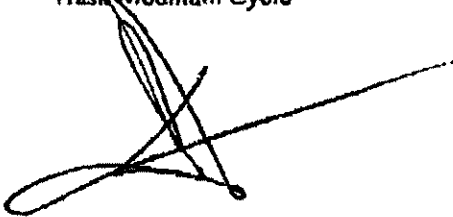
The benefits from the Salmonberry Rails and Trails project are many. School safety, enhancement of recreational opportunities, and improved economic development are the primary benefits of this project.

My family and I have personally traveled to destination trails throughout the US, and this trail will also have the same draw from not just Oregon residents, but from the US and beyond.

As a citizen of Tillamook, I think I speak for a lot of cyclists that worry about safety and health: This trail can't get here soon enough.

Thank you for your consideration,

Dan Huffman, Own
Trask Mountain Cycle



TWIN ROCKS

Encountering Christ on the Oregon Coast

January 15, 2014

Board of County Commissioners
Marlene Putman, Health Department Administrator
P.O. Box 489
801 Pacific Avenue
Tillamook, Oregon 97141

Dear Board of Commissioners:

Twin Rocks Friends Camp & Conference Center offers its wholehearted support for the Salmonberry Rails and Trails project and its accompanying EPA Environmental Site Assessment grant application.

Twin Rocks serves more than 14,000 persons annually, providing camps and retreats year-round for individuals of all ages. These include summer camps for kids, outdoor school programs for public and private school districts, church-related retreats, couples conferences, camps for those with disabilities, conferences for senior citizens, family camps, and more. Located just south of Rockaway Beach, Twin Rocks Friends Camp has enjoyed the presence of the Tillamook railroad for the past 96 years. The camp's western property line runs parallel to the rail line for several hundred yards, separated by Highway 101. Campers regularly use the Oregon Coast Scenic Railroad for various tourist excursions to enhance their camp or retreat experience.

The addition of a bicycle and pedestrian trail adjacent to the rail line would provide significant advantages to Twin Rocks and its campers. Summer campers would travel in cabin groups on foot or bicycle to see the tide pools just south of Barview. Families would enjoy safe, off-highway bike or hike journeys a mile north into Rockaway Beach. High school students would take all-day (or overnight) "bicycle camp" excursions up and down the Oregon Coast and eastward into the Coast range. And some adventuresome groups would likely hike or bike their way to camp from their homes in Portland. The potential uses of the Salmonberry Rails and Trails system for Twin Rocks' campers seem endless, and these would certainly help Twin Rocks fulfill a key part of its mission, that of connecting campers with the out-of-doors, placing them in the beauty and magnificence of nature.

As a result, Twin Rocks Friends Camp is fully supportive of this grant application and its goal of conducting an environmental assessment of the rail line.

With Much Appreciation,



Ken Beebe
Executive Director



TWIN ROCKS FRIENDS CAMP AND CONFERENCE CENTER

P.O. Box 6 • Rockaway Beach, Oregon 97136 • 503-355-2284 • www.twinrocks.org

Attachment D

Documentation Indicating Leveraged Funds

Environmental Public Health
Center for Health Promotion & Protection
Public Health Division
John A. Kitzhaber, MD, Governor

Health

800 NE Oregon Street, Suite 640
Portland, OR 97232
Phone: (971) 673-0440
Fax: (971) 673-0457
TTY Nonvoice: (971) 673-0372

January 8, 2014

Tillamook County Board of County Commissioners
c/o Marlene Putman, Health Department Administrator
PO Box 489
801 Pacific Avenue
Tillamook, OR 97141

RE: Tillamook County – EPA Brownfields Assessment Grant Proposal

Dear Ms. Putman:

The mission of the Oregon Health Authority Public Health Division (OHA-PHD) is to promote health and prevent the leading causes of death, disease, and injury in Oregon. OHA-PHD recognizes that improvements to our built and social environments are critical to accomplishing this mission. The Salmonberry Rails to Trails project establishes a clear plan for assessing potential areas of contamination pertaining to the former use of a rail line, including sites adjacent to and critical for public use and public benefit. OHA-PHD supports this application because it will address potential or known contamination in addition to opening up opportunities for local residents to access nature, recreate outdoors, and be physically active.

The Brownfield Initiative and Environmental Health Assessment Program within our Healthy Communities unit at OHA-PHD are comprised of a team of public health professionals that provide a range of expertise from assistance with culturally sensitive community engagement strategies– to providing review of sampling plans – to characterizing and mitigating human health risks–to distilling technical information so that it is accessible and relevant to targeted populations.

We are committed to building the capacity of local residents to participate in brownfield efforts. We intend to support Tillamook County Health Department (TCHD) in activities that inform and involve the community and other stakeholders. We've had success using the Agency for Toxic Substances and Disease Registry (ATSDR) Action Model as a framework for community involvement. The model encourages the project to think broadly about how concerns from the community and other stakeholders can be addressed and local values can be emphasized during the planning, implementation and other brownfield assessment activities described in the proposal. The ATSDR Action Model also integrates existing data from the literature, or local, regional, statewide or national sources to connect plans with best practices for successful outcomes.

We look forward to working with the Tillamook County, and the partners identified within this application to create health promoting opportunities in the North Coast region.

Sincerely,



Curtis Cude,
Environmental Public Health Section Manager
Center for Prevention & Health Promotion
Public Health Division, Oregon Health Authority

Attachment E

Other Factors Checklist

Other Factors Checklist

Name of Applicant: **Tillamook County, Oregon**

Please identify (with an x) which, if any of the below items apply to your community or your project as described in your proposal. To be considered for an Other Factor, you must include the page number where each applicable factor is discussed in your proposal. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal or in any other attachments, it will not be considered during the selection process.

	Other Factor	Page #
	Community population is 10,000 or less	
	Federally recognized Indian tribe	
	United States territory	
	Applicant will assist a Tribe or territory	
	Targeted brownfield sites are impacted by mine-scarred land	
	Targeted brownfield sites are contaminated with controlled substances	
X	Recent natural disaster(s) (2006 or later) occurred within community, causing significant community economic and environmental distress	2
	Project is primarily focusing on Phase II assessments.	
X	Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion by identifying amounts and contributors of funding in the proposal and have included documentation (<i>The Oregon Health Authority has pledged in-kind services to support weaving community health into the public involvement component of the EPA grant-funded assessment project.</i>)	8, 9
	Community experienced manufacturing plant closure(s) (2008 or later) tied to the targeted brownfield sites or project area, including communities experiencing auto plant closures due to bankruptcy or economic disruptions.	
	Recent (2008 or later) significant economic disruption (unrelated to a natural disaster or manufacturing/auto plant closure) has occurred within community, resulting in a significant percentage loss of community jobs and tax base.	
	Applicant is a recipient or a core partner of a HUD-DOT-EPA Partnership for Sustainable Communities (PSC) grant that is directly tied to the project area, and can demonstrate that funding from a PSC grant has or will benefit the project area. To be considered, applicant must attach documentation which demonstrates this connection to a HUD-DOT-EPA PSC grant.	
	Applicant is a recipient of an EPA Brownfields Area-Wide Planning grant	
	Community is implementing green remediation plans.	
X	Climate Change	2, 12